

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1721.—Vol. XXXVIII.

LONDON, SATURDAY, AUGUST 15, 1868.

(WITH SUPPLEMENT) {STAMPED .. SIXPENCE, UNSTAMPED .. FIVEPENCE

### MR. JAMES CROFTS, STOCK AND SHAREBROKER

No. 1, FINCH LANE, CORNHILL.  
(Established 1842.)  
Mr. CROFTS transacts business in the way of PURCHASE or SALE of every description of stocks, but particularly BRITISH MINES, in no case departing from the position of a broker, at net prices. All orders meet with the utmost punctuality, and advice given as to the nature and eligibility of INVESTMENTS, when required.

HOLDERS of mining shares difficult of sale in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.

ROYALTON (Tin).—This mine will soon pay a dividend. Mr. CROFTS recommends the purchase of shares, in which he has SPECIAL BUSINESS.

### MR. JOHN BUMPUS, 44, THREADNEEDLE STREET,

has FOR SALE the following shares, free of commission:—  
50 Anglo-Brazilian, 11s. 3d. 50 Frontino, 12s. 3d. 20 Prosper United, 15s.  
50 Australian, 12s. 3d. 50 No. Laxey, 12s. 3d. 50 Redmoor, 4s. 6d.  
(Gold), £1 1d., 17s. 25 Gt. No. Down, £2 1/2. 30 South Darren, 30s. 9d.  
15 Chilver, Moor, £6 14s. 15 Gt. Retallack, £3 12 1/2. 10 St. John del Rey, £19 1/2.  
35 Chontales, £2 1s. 3d. 10 Marke Valley, £7 6s 3 1/2. 5 Wh. Mary Ann, £19 1/2.  
20 Clifford, 35s. 50 New Quebrada, 6s. 3d. 50 W. P. of Wales, 7s. 3d.  
70 Don Pedro, £2 2s. 9d. 25 New Wh. Lovell, 18s. 3d. 2 W. Chiverton, £60 1/2.  
50 E. Carn Brea, 6s. 3d. 25 Prince of Wales, 37s. 35 Wh. Grenville, 24s. 6d.  
15 East Caradon, £2 1/2. 50 Princess of Wales, 3s. 2 West Seton, £5 1/2.  
50 East Grenville, 31s. 50 Pestarena, £2 3s. 1d. 15 Yudanamutana, £4 1/2.

An important discovery is reported as having been made in Prince of Wales Mine. Those who took my advice, and sold Clifford at £6 before the call, and East Caradon at £1 1/2 in February last, can well afford to risk a few hundred pounds in Prince of Wales. My opinion is the shares will greatly increase in price, and influence the next meeting and dividend, which will be held and declared on the 20th instant.

### MR. WILLIAM WARD, STOCK AND SHAREDEALER.

No. 29, THREADNEEDLE STREET, LONDON, E.C.

### MR. WILLIAM SEWARD, STOCK AND MINING SHARE

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### MR. THOMAS SPARGO, STOCK AND SHAREDEALER.

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### JOHN RISLEY, (SWORN) STOCK AND

SHAREBROKER, 48, THREADNEEDLE STREET, LONDON, E.C.

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Chiverton Moor ..... £ 6 1/2 to £ 6 3/4  
West Chiverton ..... 59 " 60  
Prince of Wales ..... 35s " 37s  
Wheal Mary Florence ..... 1 " 1 1/4  
Marke Valley ..... 6 1/2 " 7  
Grenville ..... 1 1/2 " 1 3/4  
Wheal Mary Florence.—Mr. J. HUME'S Circular for August contains full particulars and special reports of this rising property, and will be forwarded on receipt of stamp, or on application.  
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Bankers: The London Joint-Stock Bank.

### BARTLETT AND CHAPMAN, STOCK AND

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\* \* \* Special Information in respect to North Pool and West Godolphin Mines.

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### MR. T. ROSEWARNE, 81, OLD BROAD STREET,

LONDON, E.C.

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T. R. has BUSINESS in the following shares, and SPECIAL BUSINESS in those marked with an asterisk.

Anglo-Brazilian. \*Bedford Consols. \*Bedford United. \*Caldbeck Fells. \*Chiverton Moor. \*Chontales. \*Devon Consols. \*East Basset. \*East Carn Brea. \*East Lovell. \*Bedford Consols.—T. R. is a BUYER of any number of shares at market prices for cash or time on; also of Prince of Wales, West Maria and Fortescue, and Chiverton Moor.

Money lent upon good mining shares.  
Bankers: Bank of England. Office hours 10 to 4.

### MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S,

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FOR SALE the FOLLOWING SHARES, at net prices:—

2 Bedford Cons., 14s. 3d. 50 Frontino, 14s. 9d. 30 W. Briton Cop., 31s.  
10 Chiv. Moor, £6 13s 9d. 20 Gt. Retallack, £2 1/2. 10 West Caradon, £25 1/2.  
3 Clifford, 20s. 50 Glan Alyn, 5s. 9d. 1 West Seton, £18 1/2.  
25 Caldbeck Fells, 10s 6d. 5 Great V., £14 1/2. 50 West Godolphin, £1 1/2.  
20 Chontales. 20 Lucy Phillips, £2 1/2. 50 Worthing, 8s. 3d.  
1 Devon Consols, £420. 20 New Lovell, 17s. 6d. 2 West Frances, £30 1/2.  
20 Don Pedro, £22 3 9 pm. 40 Prince of Wales, 36s. 20 W. Chiverton, 18s. 9d.  
25 Drake Walls, 7s. 9d. 20 Port Phillip. 1 Wheal Seton, £58 1/2.  
20 East Caradon, £2 1/2. 50 Redmoor, 4s. 6d. 5 Wh. Mary Ann, £19 1/2.  
30 East Grenville, 27s. 50 South Condurrow, 3s. 50 West St. Ives. 1/2.  
5 East Lovell, £7 8s 9d. 1 South Chiverton, £200. 20 Yudanamutana, £29 1/2.  
20 East Russell, 6s. 6d. 1 West Chiverton. 20 Yudanamutana, £29 1/2.

Mr. M. is prepared to deal at close market prices in North Pool, West Maria, and Chiverton, Great South Chiverton, and Prosper United shares.

### MR. GEORGE BUDGE, STOCK AND SHAREDEALER,

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FOREIGN GOLD MINES.

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," of Friday, Aug. 14, No. 492, Vol. X., price 6d. each copy, forwarded on application, contains information on the following mines:—

Wheal Trelawny. Prince of Wales. Yudanamutana.  
East Wheal Lovell. Frank Mills. Port Phillip.  
North Wh. Chiverton. Great Wheal Fortune. Australian United.

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Bankers: The Alliance Bank, and the Union Bank of London.

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5 o'clock. It contains the latest prices of railways, banks, mines, foreign stocks and bonds, financial, insurance, and miscellaneous shares, remarks on the daily rise and fall in prices, with advice as to purchase and sales. Annual subscription, £1 1s.; by post, £2 6s.; monthly subscription—hypoast, 4s.; single copy, 1d.; by post, 2d.

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### MR. G. D. SANDY, STOCK AND SHAREDEALER,

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Bedford United ..... 2 1/2 " 3 1/2  
Chontales ..... 2 " 2 1/2  
Chiverton ..... 1 " 2  
Chiverton Moor ..... 6 1/2 " 6 3/4  
Clifford Amalgamated ..... 1 " 1 1/2  
Devon Great Consols ..... 410 " 430  
Don Pedro ..... (pm.) 2 1/2 " 2 3/4  
Frontino and Bolivia ..... 3 1/2 " 3 3/4  
Drake Walls ..... 2 1/2 " 2 3/4  
East Caradon ..... 2 1/2 " 2 3/4  
East Carn Brea ..... 5s " 7s 6d  
East Lovell ..... 7 " 7 1/2  
East Russell ..... 3 1/2 " 3 3/4  
East Seton ..... 5 1/2 " 5 3/4  
Frontino and Bolivia ..... 3 1/2 " 3 3/4  
Great Laxey ..... 17 " 17 1/2  
Great Retallack ..... 3 1/2 " 3 3/4  
Great Wheal Vor ..... 18 1/2 " 14 1/2  
Lucy Phillips ..... 1 1/2 " 2 1/2  
North Treskerby ..... 10s " 12s  
North Wheal Crofty ..... 1 1/2 " 1 3/4  
Okel Tor ..... 1 1/2 " 1 3/4  
Pestarena ..... 2 1/2 " 2 3/4  
Yudanamutana ..... 4 1/2 " 4 3/4

Money advanced on marketable mine shares at 5 per cent. per annum.

Buyers can have transfers registered prior to payment, if desired, on giving respectable references.

J. S. and Co. having in their employment several of the most experienced and trustworthy mine agents in the United Kingdom, who periodically inspect on their behalf all the bona fide mines in Devon, Cornwall, and Wales, are enabled to accord to their friends and clients reliable advice as to the present and future prospects of mines they deem worthy the attention of investors.

References will be given to the Alliance Bank and the Bank of England.

J. S. and Co. can recommend several good low-priced shares likely to rise considerably in value within a few months.

Bedford Consols, EAST CARN BREA, NORTH TRESKERBY.—J. S. and Co. are BUYERS of any number of these shares for cash or account. Sellers will please state number and price.

### MR. THOMAS THOMPSON, MINING OFFICES,

12, OLD JEWRY CHAMBERS, LONDON, E.C.

ROYALTON.—Particular attention is called to Capt. Parkyn's report, which will be found in its proper place in the Journal; and a copy of Capt. James Secombe's special report on this property can be had on application.

Mr. Thompson, in considering the matter carefully over, is of opinion that by increasing the number of stamps, as proposed, the mine might readily be made to pay from its present workings £10,000 per annum, equal to £1 per share. There is, however, a very extensive sett, and additional workings might be commenced on the elvan a quarter of a mile to the eastward with results equally certain and satisfactory.

Mr. THOMPSON knows of no investment whatever offering a larger return, or more free from risk.

### MR. CHARLES THOMAS,

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Daily price list on application.

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WANTED TO PURCHASE, TEN SHARES, at £2 12s. 6d. per share

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Sellers must state number and lowest price for cash to—

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Sellers will please state number and price to "E. C. N.," Post Office, Throgmorton-street, London, E.C.

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## Original Correspondence.

## WORKING MEN'S DWELLINGS.

SIR,—I have only time this week for a comparatively brief letter, and, therefore, take up a branch of the subject under notice in this correspondence which I can hope to dispose of in a limited space. But before entering upon the main business to be considered, I will dispose of one or two points which have arisen since my late worthy of some notice. The remark in my letter of Aug. 1, that co-operative companies employing labour would soon find the same difficulties with their hands as other masters do, has received a thorough illustrative proof by the complaint before the Vice-Chancellor of an operative spinner's company, that in consequence of some dispute with their minders the Spinners' Union had pasted up placards all over Oldham and Manchester, warning workpeople not to go near them till this dispute was settled. The company setting up as masters soon found where the shoe pinched them; and, however the injunction granted in restraint of these placards may be finally disposed of, this incident (only one of many wherever these companies extend) proves how little the relations between masters and men can be changed by merely altering the name of a manufacturing firm to that of a co-operative company. As I before said, the men cannot hope to find any satisfactory settlement of the labour question in co-operation.

The report in your columns of last Saturday of the discussion in the Birmingham Chamber of Commerce of the Masons' Union regulation, as to working building stone on the spot where it is used instead of in the quarry, deserves careful attention. Though the Chamber took no action in the matter, it is one which will soon call for reform, and the Trades Unions would be wise in their generation were they to abandon this and every other trace of foolish arbitrary interference with the best modes of doing anything in construction or manufactures before this reform comes upon them from without with a force they cannot resist. It is only a very narrow, short-sighted view of their real interests which prompts Unions to this kind of perverse meddling, which in all its results, fairly examined, is found to work them far less good than harm.

Mr. Ruskin seems resolved to force me to give him his quietus as a writer on social economy. Again he comes forth denouncing the recent rise in certain railway fares in the neighbourhood of London. Here he has got hold of a real grievance, which I hope to handle in the course of this letter more effectually than he has done. But he cannot be content with his unusual position of being right in any case of fact without managing to put himself hopelessly in the wrong in assigning the cause of the evil and suggesting a remedy. He blunders, as usual, over all the normal conditions of society. He can see money passing from hand to hand, but is puzzled to find where it comes from at first, and where it goes finally. His old fallacy as to productive and unproductive classes oppresses him, and, to crown all, he thinks this unwarrantable rise in fares an illustration of the folly of asserting that supply and demand regulate prices to buy in the cheapest and sell in the dearest market. Taking, first, the question of utility in production and expenditure, all depends on proportion. Luxury is a relative term, depending on the state of society in different places and at different times. The wants of men in civilised communities become very artificial as one comfort is added to another. So long as the spendthrifts do not increase upon the workers and hoarders, the expenditure on objects of amusement and luxury is a national benefit, by employing labour. That in England the spendthrifts have not the upper hand the continual increase of our national wealth proves. This increase is a continual addition to our stock of all that is useful and valuable. The poverty and want of employment, too often widely felt, do not arise, as Mr. Ruskin fancies, from too large a portion of the workers being absorbed in frivolous occupations, or from any want of sufficient numbers at work to produce food, but from an increase of population more rapidly than it can be absorbed by the existing demand for employment, which, though continually expanding, does not keep pace with the additions from time to time to the number of the people seeking a living by work. The only remedies are emigration and greater activity in discovering new sources of employment, and extending those already existing. Hence the vital bearing of the objection to any regulation of Trades Unions operating "in restraint of trade."

As for the rise in railway fares, I refer to a following part of this letter for its causes and remedies. It cannot in any sense be taken as an illustration of the ordinary laws of buying and selling in a free market, but may be quoted as a good instance of the working of a monopoly. Whether that monopoly was wisely granted or not, and what proportions of good and evil it works, taking one thing with another, I shall soon examine. In Mr. Ruskin's recommendation of their purchase by the State, to work so as to reduce the expense of travelling to the minimum, after paying cost of transport, like many other of his suggestions, magnanimously overlooks "ways and means." Supposing for a moment the purchase by the State to be a wise measure, the money for the purchase could only be raised by a loan, for Mr. Ruskin's idea of a national subscription or tax for that purpose is a ludicrous misconception of the immense sum that would be required. Again, if, as he suggests, shareholders and creditors are to be paid 20s. in 12s., the refunding of the immense sums wholly wasted and lost would be a tremendous addition to the real value of the lines. But supposing the fair value paid, either the principle heretofore adopted, which Mr. Ruskin says is all wrong, of the traffic-bearing cost of construction, maintenance, and working must be adopted, or fresh taxation imposed of some 30,000,000, or 40,000,000, a year, to provide interest on the money to be raised. Let Mr. Ruskin reckon up the income tax this would require, to accustom him to habits of computation; then a talk with his fishmonger as to the reason why cod or turbot is dearer when the take is short and little comes to market, and cheaper when the supply is greater, will enlighten him in the first principles of supply and demand, just as children imbibe, by examples fitted to their intellects, the first principles of elementary knowledge.

When all the influences of the workman's dwelling on the character and happiness of himself and his family are considered, it will appear how important a matter it is for his Trades Union to secure him the greatest attainable comfort at home. The man who steps from his house door to go to work full of health is another being, of a higher stamp than he who emerges from an abode so squalid and uncomfortable that he goes anywhere else rather than home, and only meets his family to share the universal discomfort. Health of body, save for the most robust, is impossible in such circumstances. Health of mind under such depressing influences is one long act of heroism, to which few can attain. In many cases the dwellings are provided for their workpeople by the employers of labour, and over these the supervision of the Union may avoid many of the defects we shall soon notice, in those cases where the masters are not wise enough to attract the best men by making their homes models of comfort. Taking next the houses leased or built by aid of societies by workmen for themselves, or country residences for the benefit of good air for the family, the Union can most beneficially help, with its advice, to secure for its members the following benefits, which should, if possible, be a *sine qua non* in all houses provided by their employers:—The first requisite is separate sleeping rooms for the sexes in a family, without which the preservation of due comfort and decency in the household is very difficult. Next, we may take pure air and pure water, good drainage, and needful arrangements for purity and cleanliness. We are only now beginning generally to understand how neglect of these first necessities engenders fever, consumption, and diarrhoea, sowing the seeds of life-long illness and weakness in a young family, even where not causing immediate active disease. A man living in an impure atmosphere is half poisoned all his days, has no elasticity or vigour of health, and is driven as an antidote to the malaria of home to rouse his energies by the artificial stimulus of drink, expelling poison by poison, and burning the candle of his life, so to speak, to waste at both ends. To combine comfortable warmth in cold weather with proper ventilation is an absolute necessity if we would secure health in our variable climate, and for this purpose good arrangements in planning the house are required. In their desire to have their workpeople near or upon their premises, masters are too prone in building houses for them to lose sight of these essential points, unless their

men, roused by their Unions, stand out for really healthy and comfortable dwellings.

In owning houses by means of a building society, the men should be careful not to tie themselves to a place by this dead outlay unless it be large enough to give them good prospect of clearing their hands of their houses without loss if forced to change of place by failure of work, or any other cause. One of the great boons held out by the suburban railways to the working class, and induce Parliament to grant them Acts, was the cheap conveyance to and fro, which, combined with cheap country rent and living, might enable the workman to bring up his family out of the smoke and bad air of large towns. The late raising of short fares on many lines is a flagrant breach of this understanding, now justly complained of on all hands as a positive injustice to many who have made home arrangements, and taken country residences, relying on the permanency of the former state of things. As working men are now so soon to have a voice in Parliament, let me call their serious attention to this as a most important matter to take up on grounds of common justice, with a united force capable of confronting even the firm phalanx of railway interests; so far neither Lords nor Commons have taken the just view of the case. In considering the shareholders and creditors they forget the public, for whose interests the monopoly of this mode of conveyance was secured by Parliament. These interests are paramount to both the shareholders' and creditors' profit or repayment. If railways have wasted capital, or if creditors have foolishly given them too much credit, let it be an understood and admitted thing that both must suffer the consequences of their folly, but that neither law nor justice will help them to repay themselves out of the pockets of travellers. Their first obligation is with the public, especially those who have acted upon the faith of permanency in their arrangements. One of the first duties of working men's representatives in the new Parliament will be to put this right, and to pass an Act declaring that power be given to the Board of Trade to fix such fares as the companies can afford, after payment of all charges on their traffic, with a regulated percentage as interest or dividend fixed at a fair standard, with no reference to the inflated capital the companies may have become liable for. Whether they are content with very low dividends, or write off so much as dead loss, is their own concern.

This interference is justified by the terms on which their Acts were originally granted for the benefit of the public, not that the public should pay for all their mismanagement.

## A MAN OF EXPERIENCE.

## TRADES UNIONS, AND PIECE WORK.

SIR,—The proposition to abolish the piece work system is certainly the most monstrous that has ever yet emanated from the leaders of Trades Unions, and the adoption of it by the general body of workmen could only be regarded as proof positive that the number of idle and incompetent hands is in excess of that of the industrious and competent; and I believe it will ultimately lead to the disruption of unionism altogether, or else to the abandonment of the Unions by all except those whom the general body of workmen would be glad to see expelled from the trade entirely. I am as great an admirer of liberal institutions as any, even the most noisy, of my fellow-unionists, but I do not like the levelling system, which declares all men to be equal. I do not want to be placed on a level with men who do not get through two-thirds of the work in a day as I do, and who spend the greater part of what they do earn in drink; nor do I think that it would be any more just to raise them to a level with myself, by paying them the same amount as I earn. The object of all Trades Unions should be not to level the men, but to level the work; to secure the same pay in all shops for the same class and quality of work, and to provide that work which is the most profitable to the workman (for it must be acknowledged that a man can earn more money at one kind of work than another) shall be equally distributed, as far as practicable, amongst workmen of equal ability. I believe that Trades Unions might be made to become of the greatest possible advantage to the workmen, but it will only be by making them sufficiently attractive to induce the workmen to join them, without the adoption of the compulsory measures which would now seem to be considered necessary.

The letters of "A Man of Experience" are among the most instructive and truthful that have ever appeared in the Journal; and, whether they were written by a master or a workman, they cannot be too carefully read by every workman who desires to secure a fair return for his labour, without attempting to get that which the position of the business renders it impossible for the master to pay, if he wishes to compete with others. The whole of the evils connected with trades unionism in its present state may be traced to one source—it is established upon the despotic instead of the democratic principle. There is as much jobbery amongst the office-bearers of a Trades Union as amongst the ministers of a despot in the worst regulated State in existence. By some sensational stroke of policy a man becomes the leader of a Trades Union, and he henceforth clings to the position as tenaciously as the most despotic ruler that could be found. If he can hold his throne without opposition so much the better; but if the employment of assistants to enforce obedience to his unlawful commands be necessary, he willingly calls in their aid. Once in position, the leader regards his constituents as mere serfs, and cares nothing what they or their families suffer, so that he draws his allowance. What matters it to him who starves so that he gets his regular allowance, and can live in comparative idleness—merely travelling about, and pretending to look after the interest of his dupes; whilst, in truth, his sole object is to keep them in bondage, by studying to keep them dissatisfied, and promising to obtain impossibilities for them.

The question, then, becomes—How are we to provide a remedy? Whether we can do it without a revolution? I do not know but it must be done—we must have democratic Trades Unions, instead of autocratic ones. "Alexander, autocrat of all the Russians," does not sound so unnatural, because we have been accustomed to regard Russians as half-civilised barbarians, who were incapable of being governed except by brute force; but "Alexander, autocrat of the Working Miners," is so distasteful to the ear of every thinking man, that I believe it only requires the word for the working miners to rise, and to endeavour to recover their rights. I have never taken an active part in connection with Trades Unions, yet consider that they could be made worthy of support. No man should be permitted to remain president of a Trades Union for more than one year, and no man should be permitted to hold office of any kind in a Trades Union for more than three years; no man should be eligible for president until he has been vice-president or secretary for one year; and the payment to the president, the vice-president, and secretary should be fixed at the amount equal to the average earned by him at his ordinary work during the three years immediately preceding his appointment. By this arrangement we should always have a man fresh blood in the presidential chair, yet we should always have a man well acquainted with the nature and duties of the office, and well able to look after the interest of those he represents; whilst the workmen would derive enormous advantage, because each president would endeavour to do as much as possible in his year of office, in order that his services might be looked back to with honour, instead of merely exerting himself to retain his grasp, and continue to draw his pecuniary allowance.—*Coatbridge, Aug. 12.*

H. C.

## THE STEAM COAL OF SOUTH LANCASHIRE AND CHESHIRE.

SIR,—The efforts made by the Coal Association of South Lancashire and Cheshire, to demonstrate the applicability of the coal of the district to the generation of steam, are still being continued, and there certainly seems no reason to doubt that the Wigan coal can be quite as economically employed for industrial purposes as that of other districts. The mere fact that the Admiralty use only South Wales coal on board the ships of Her Majesty's Navy should not be regarded as a conclusive evidence that no other coals are worthy of being considered a steam coal, but simply that South Wales coal is that which can be consumed with least trouble without the evolution of smoke. The boilers used at the recent meeting of the Association for the Prevention of Steam-Boiler Explosions and the Coal Association were of various construction, one of them being of the marine multitubular type, and another of the patent conical water tube, while a third is an ordinary Lancashire mill boiler with steel furnace tubes, and the fourth a similar one with iron tubes. All of them were fired

under different conditions, one of them mechanically, by Messrs. Vickers's patent self-feeding fire-grate, and all the others by hand. Slack coal was used in the furnaces of two of the boilers, including the one to which the self-feeding fire-grate was attached, and round coal in the others, while the length of the fire-grate in one of the mill boilers was 4 ft., and in the other 6 ft. All the boilers were in full work, and heavily fired, yet without producing any smoke beyond a slight trace of a faint colour immediately after firing. Of course, hand firing will at all times give the best results if the stoker exercises ordinary care, because he can readily suit his feed to the character of coal he is burning, and make the necessary allowance for the coal if small, extra large, or otherwise, and fire accordingly. This is the real secret of such unusually favourable results being obtained in experimental trials.

The successful result which attended the North of England coal-owners excited the Wigan coalowners to endeavour to secure the same recognition for their coals, and the energetic steps they took are already well known to the readers of the Journal. They had a marine boiler specially made, which is the precise counterpart of the boiler employed for testing purposes at Her Majesty's Dockyard at Keyham. These trials, which occupied about two years, showed that the coals of the district had a high economic value, and were able to evaporate 11.28 lbs. of water at 100° to 1 lb. of coal, without making any smoke, beyond a slight trace of a faint colour now and then. This result is quite equal to that obtained either by the North Country or Welsh coals, and was verified by the Admiralty officers, who were sent down to inspect a repetition of the trials, and report thereon.

Not content with these very satisfactory results, Mr. John Lancaster, whose energy in the interest of the local coal trade is beyond all praise, suggested a second series of trials, the object of which was to extend the experiments to ordinary mill boilers as well as to marine, with a view to ascertain in the first place how the coals of the district could be burnt with the greatest advantage in the ordinary mill boilers; and, in the second, the best form of boiler in which to burn the coals, and thus to assist the steam user in economising fuel and preventing smoke. These are most important considerations. The question is frequently put, which is the most economical form of boiler? while everyone has his strong partisans, who advocate it as superior to every other. The circumstances, however, are so various under which different boilers are worked at different mills that it is by no means easy to get at reliable data, and, therefore, the importance of a careful comparative test. With this view boiler makers were invited to co-operate with the coalowners, the one party finding the boilers, the other being at the expense of setting them to work, providing the coal, and conducting the experiments. In answer to this invitation, Messrs. Hick and Hargreaves, of Bolton, supplied a two-flued boiler, with steel tubes; Messrs. Clayton, of Preston, a two-flued boiler, with iron tubes; and Mr. Green, of Wakefield, one of his patent water-heaters or economisers. Messrs. Petrie, of Rochdale, were desirous of sending one of their patent boilers fitted with pockets in the flue tubes, and arranged to do so, but the time proving too limited, the carrying out of their intention was prevented. Further, as it was thought very important to try the evaporative power of a conical water-tube boiler, as compared with those of two-flued construction, one was purchased second-hand, and set down alongside of the others. It is to be regretted that a still greater variety could not be obtained. The three boilers supplied hardly furnished the full means of settling the very vexed question as to which is the best form of boiler, and it may be that we are but yet on the threshold of this important enquiry.

As it is beyond question that the effect of all these trials is to bring the coal of the district more prominently into notice, it is not improbable that the South Lancashire and Cheshire Coal Association might be induced to test any other furnaces adapted to the economical burning of the coal of the district, and thus results might be obtained alike beneficial to the inventors, to the coalowners, and to the consumers of coal. Such an opportunity as would be afforded to inventors by their inventions being tested by an association of such high standing as that of the Coalowners of South Lancashire and Cheshire seldom presents itself, for it would obviously be as much to the advantage of the Association to obtain the best results the invention would give as it would be to the inventor to produce an arrangement exactly suited to the coal; whilst the advantage to the public would result from the contrivance best calculated to secure the utmost possible economy being made known.

R. F. C.

Manchester, Aug. 3.

## PUDDLING, AND PUDDLING-FURNACES.

SIR,—In the Journal of June 13 there is a paper by Mr. Jones, manager for Fox, Head, and Co., bearing on the construction of puddling-furnaces, and the various inventions sought to be introduced during the last 35 years, as improved methods in this particular branch; and, although I admit that there is justification for his advocacy of placing knowledge within the reach of the ironworker, as that would both enable him more fully to comprehend the elementary part of his calling, and at the same time more fully to appreciate and assist others who are desirous of improving the condition of the trade; but when he attributes the failure of many useful experiments to the dogged opposition on the part of the workman, he seems to acknowledge that the "dogged" working man is frequently under the superintendence of stupid managers and easy masters, yet fails to add that they have frequently to deal with more stupid and selfish inventors, for many of the latter, to my knowledge, have not given to the working man either theory, or practice, or, indeed, any basis whatever, as a guide to the attainment of the inventor's anticipations. Again, I would ask how any inventor or theorist could hope to carry his plans to a successful practical issue without laying down some rational conditions or data wherefrom the operative might form some correct idea of the ends and aims of the inventor? I cannot recollect any inventor or experimentalist that has ever yet succeeded by giving his ideas naked to the world. Do they believe that the uneducated workman and stupid manager is equal to the task of finding clothing for the same? Thus we find inventors, as they term themselves, only creating confusion and loss by the attempted introduction of their myths. In the mechanical world we have repeated apt and clearly elucidated illustrations of many difficulties subdued and overcome, not by giving forth crude ideas, and trusting to the dogged stupidity of any party, but by availing of human hands and heads, and by enabling them to comprehend the inventor's views. By this means others are induced to set to work to produce such tools and implements as would ensure the attainment of the mechanical object aimed at—he thus obtains the power of solving all future problems. Now, if this were done, it must be a very dogged working man, and a very stupid manager, indeed that would dare resist the introduction of an inventor the utility and value of whose invention proved that he was not forcing others to carry out a conception that could not by any possible efforts be made applicable to the purpose intended, or consistent with any known physical law. The truth of the latter assertion will be substantiated by the result of the experiments lately made at Dowlais. By the erection of those revolving machines Mr. E. Williams still believes that he will be able to save the puddler some of the labour of the stirring; and probably he is right, but what I contend is that the inventor of those machines could not have referred them to any known practical standard; for practice would unmistakably have shown him that a puddling-furnace, 12 or 14 in. deep, would not produce malleable iron of any mercantile value; this seems to have escaped the inventor, for the belly of the machine, where the iron is melted and also becomes malleable, was many inches deeper than it is usual to place the iron bottom, and I consider that it is to this omission to compare theory with practice that the failure of the furnaces must be attributed, for, with their present construction, the free oxygen could not reach the crude iron. These simple facts soon made themselves apparent to all competent and practical ironworkers. At the very onset practical men could perceive, as has been the case with many previous inventions, the reason that such experiments could not possibly benefit the trade—they were at variance with all known practical and reliable conditions.

Such facts as those I have mentioned, no doubt, account for what Mr. Jones terms the dogged opposition of the working man; and, in asking the impartial observer to decide between the working man and Mr. Jones, I would enquire whether the working man has not some sort of justification for scouting such trashy nonsense, more especially when he sees, as in this case, that the profits of his labour



are lost through the attempt to introduce such hopeless confusions, which are based upon no intelligible principle, incapable of practical application. Of course, I do not mean to contend that there have been no valuable inventions applied to puddling since the days of Cort, nor do I desire to set myself up as a judge to condemn those of the present day who are seeking to bring fresh improvements to bear upon this branch of industry, but I place some faith and reliance upon what practice has invariably developed—that the same element must have the same effects under the same conditions, irrespective of situation or position.

I learn from Mr. Jones's paper that the project he sought to introduce as an auxiliary to puddling was to supply hot air instead of cold. Now, this is by no means a new idea, but I have found that the parties have had but very limited ideas of the requirements of the case. In practice, I have known managers who have let the hot ashes and clinker accumulate under the grate for this purpose, but every puddler is dogged enough to wish that those who projected these whims had the pleasure of performing the practical part of the operation themselves. My views upon the matter are substantiated by the fact that at Dowla only 15 cwt. of coal is used to produce 1 ton of bar, and this, too, in consequence of cold blast being used.

—THIRTY YEARS A PUDDLER.

#### APPLICATION OF PETROLEUM OILS FOR HEATING STEAM-BOILERS—No. II.

SIR,—Another advantage of M. Verstraet's system is that, by placing the reservoirs in the hold or in bunkers, and making them communicate with the aspirator, by means of a tube, not only will the inflammable gases, engendered by the high temperature to which these recipients are exposed, be drawn off, but, also, on the surface of the oils a sort of vacuum will be produced, which will prevent the oils from taking fire even on the contact of flame, from want of air.

3.—The inconvenience arising from the suffocating odour of the oils will thus disappear by this simple arrangement.

4.—The deposits of soot in the chimneys and smoke-boxes, produced by the incomplete combustion of the oils, are entirely avoided by M. Verstraet's system, by reason of the facility with which we can always convey a given quantity of air, known by an anemometer, sufficient to transform all the carbon of the oils into carbonic acid, without leaving any residue. Thus all the difficulties which have hitherto prevented the employment of mineral oils for the heating marine boilers disappear by this newly-proposed system.

METHOD OF COMBUSTION OF THE OILS.—The greater portion of the means hitherto proposed for the combustion of petroleum oils consist in supplying by large or small jets, in tubes, the oils, accompanied with a great quantity of air, and to light them at the very extremity of the tubes. This disposition not allowing light oils to be utilised, M. Verstraet set to work to find out a simple and convenient apparatus, capable of being easily adapted, at a small cost, to all machines actually in use, and permitting all mineral oils to be consumed, no matter of what density.

He hopes to have attained this result by the following means of construction:—The principal portion of the apparatus consists of a semi-cylindrical boiler, of little depth, the dimensions of which will be regulated by those of the engines to be heated. This half-cylinder has a double casing, leaving a space of a few centimetres, solely destined to receive the oil which, by the rolling of the ship during bad weather, or leakage from the inner cylinder, can escape from the latter; so that the oil received by this second envelop is converted into gas, which comes up and burns at the surface of the oil in combustion, and increases its heating power. In the interior of the semi-cylindrical vessel is a layer of pumice-stone, previously purified and calcined, about 1 ft. thick. This layer of pumice acts in the same way as a wick in a petroleum lamp. The oil only occupies in this cylinder (which we may term the *hearth cylinder*) a depth of about 4 in., so that there always remains a free layer of 8 in. of pumice-stone exposed to an oxidising current of air, driven in by the machine: thus, the apparatus acts as a powerful blowpipe; the height of the oil inside the furnace is kept invariably the same, owing to a reservoir constructed in the form of a mariotte vase. The current is constant, and independent of the attention of the firemen.

For a "battery" of fire cylinders, four or six may be arranged parallel to each other, each furnished with a cock, by which the oil can be supplied or cut off at once; each cylinder is furnished with two or four of the truncated cones, described in my last letter, according to necessity, so as to furnish sufficient air for perfect combustion; also several cones may be grouped together into one tube, carried round the cylinder, and injecting compressed air into all parts of the cylinder; the oil burning at the centre of the furnaces receiving, thus, as much air as that which is burned at the forward portion, a white flame, of considerable calorific power, is thus obtained. By this contrivance one man can attend to at least 40 or 50 furnaces, without suffering either from the heat or from any disagreeable odour; any one of the crew can easily become a stoker after an hour or two of apprenticeship, and this is a great advantage for the naval service. The gases of combustion pass from the furnaces, as in coal furnaces, through the boiler tubes and flues, and thence to the central chimney. By this combustion a considerable quantity of water is produced, which may be estimated at about 140 lbs. for each 100 lbs. of oil consumed; this water, when condensed having a temperature of 60° to 80° centigrade, can be collected into a common reservoir, and, by means of a Giffard's injector, be sent to feed the boilers. From this results a great economy of water and combustible. Lastly, to complete this arrangement, we place doors under the furnaces, with holes to admit cold air under the cylinders, and prevent them from acquiring a too high temperature; similar holes exist above the cylinders, in order to examine from time to time the regularity of the combustion.

This new mode of burning petroleum oils as fuel allows us to use in like manner all mineral oils, of whatever nature they be—oils charged with bitumen or naphthaline; crude tar oils, which are produced in England and France in immense quantities; schist oils, those of peat, wood, and vegetable refuse; also, in fact, all those substances which resist every method of refining, and, for this reason, are of middling value for lighting purposes. It must be clearly understood that this system is in no way opposed to the simultaneous use, in the same vessel, according to the will of the owners, of oils and coal for heating purposes.

ADVANTAGES.—Let us now examine the advantages to be obtained for the naval service by the substitution of petroleum or other mineral oils for the ordinary fuels, coal or coke. The first and principal advantage consists in the considerable diminution of weight and space. This is due to the calorific power developed by the combustion of the hydro-carburets. If we represent their average composition as  $C^{10}H^{16}$ , we find that, in 100 parts, we have carbon 83.65; hydrogen, 16.35. The number of "calories" (French units of heat, this unit being that quantity of heat required to raise a kilogramme of water 1° centigrade) disengaged by the carbon has been found to be 7295; that by hydrogen, 34600. From these data, and from the proportions of each of these two simple bodies contained in the oils, we have—83.65 kilos. of carbon represent 6102 calories; 16.35 kilos. of hydrogen represent 5657 calories; or in total 100 kilos. of petroleum represent 11,759 calories. Now, the number of calories disengaged by coal of an average quality varies between 6000 and 7500. Let us take 6700 as a mean; we thus find that the quantity of water evaporated by each of the two combustibles will be in the ratio of 100 to 57—that is to say, that the oils produce 43 times as much steam as coal does; therefore, the weight of the combustible will be diminished by 43 per cent. To have a correct result the difference of the specific gravities of the two combustibles must be taken into account.

The density of raw petroleum varies from 0.790 to 0.830; we may take as a mean 0.800, or that a hectolitre weighs 80 kilos. The mean density of coal is 1.250, but in practice a hectolitre does not weigh more than 85 kilos., and many only weigh from 72 to 75 kilos.; thus the space taken up by petroleum will be more than 5 in 80, or 6.25 per cent. greater than that occupied by coal, but as 57 of petroleum are equal in effect to 100 of oil, the space taken up will be in the proportion of 60.56 for the oil, whereas it will be 100 for coal—that is to say, it will be diminished 39.44 per cent.

In practice 30 per cent. may be fairly taken, and to this advantage we may fairly add—1. The remarkable facilities afforded for instantly lighting or extinguishing the fires.—2. The rapid production of great

quantities of steam, owing to the heating power of the oil, a great advantage in action or in a storm.—3. The diminution of four-fifths the number of stokers, their pay, rations, room, their weight, and that of everything necessary for their maintenance; this is a great advantage for small craft, such as the iron-clad gun-boats, &c.—4. Economy of water and fuel, obtained by feeding the boilers with the water condensed in the smoke-tubes, and proceeding from the oxidation of the gases.—5. Lastly, the facility of instructing and forming new stokers. As to the economy to be realised in the expense of the fuel itself, it can only be exactly ascertained by experiments carried on upon a large scale, and continued for several months. The same system applied to heating locomotives would, no doubt, give excellent results.

THE SUPPLY OF THE RESERVOIRS.—M. Verstraet, instead of employing pumps, uses for this purpose compressed air. A suitable pressure is exerted on the liquids contained in the principal reservoir, and, by aid of an ascending tube, we force the oils into the furnace reservoirs, and thus avoid the inconveniences and losses arising from inevitable leakages by the pistons and stuffing-boxes.

Paris, Aug. 12.

C. H. DOWLING.

#### GREAT NORTHERN MANGANESE COMPANY (LIMITED).

SIR,—I shall feel obliged if you will insert this in next week's Journal, as it will be interesting to many of your readers, and gratifying to our shareholders to know that during the visit of two of our directors to the works on the 7th instant another very large pan of manganese was discovered, of most excellent quality—we sight at present at least 100 tons, but what it may ultimately prove in extent and depth it is utterly impossible to calculate. Capital, energy, and rigid economy, it is very evident, are all that is required to make this company realise the most sanguine expectations of its directors and shareholders.—Manchester, Aug. 13.

J. R. WILLIAMS, Sec.

#### MINING IN MEXICO—No. III.

SIR,—It is with great pleasure that I have to record the first important step in the regeneration of the mining industry of this country, of which I had given hopes in my former letters. From July 1 a new law came into effect, abolishing the following duties:—3 per cent. national duties, 1½ per cent. or 1 rial per mark of silver, 1½ per cent. or 25 per cent. Federal contribution on the two previous—5½ per cent. total of actual reduction. When it is considered that Mexico has lately passed through a revolution which, added to the former ones, was sufficient to have left prostrate any other country, and the difficulty of organising the finances where there never was any order, since they have always been in an insolvent state, we must congratulate ourselves that the reduction has been so large.

It is true that mining is generally admitted to have been in a very depressed condition in nearly all the States, arising, in my opinion, entirely from the enormous duties, and the present reductions must, therefore, be taken as a proof on the part of Government and Congress that they acknowledge the necessity of abolishing those heavy taxes, and I hope that before long other reductions will, consequently, take place. The reduction of duties will, no doubt, lead to an increased production of the precious metals, and compensate the Government for more than what they reduce. Free trade has taught us to think so, and the following data support the proposition in this country in reference to the point in question:—1766 to 1769, customs gave \$8,000,000; 1770 to 1779, \$14,500,000. In the year 1767 the first reduction took place in the price of quicksilver, when the customs were producing \$6,000,000, the result was a rise to \$8,000,000. In 1776 another reduction took place in the price of the same article, the customs having risen from 1773 to 1776 to \$12,000,000, again rose to \$14,500,000 in 1777 to 1779. In the budget for the present year, commencing on July 1, the Government calculate that the coinage of the silver will produce \$200,000 (say 40,000*l.*) Surely, it is not worth while for such a small sum to oblige the miners to have the bar silver coined at their expense, and to sell the silver to mints upon assays in which neither the gold nor the silver contained in it are correctly stated. The miners lose considerably, without any equivalent profit to Government, for the sacrifice they are obliged to make, and a special commission named by the latter for the purpose of enquiring into the management of the mint of the city of Mexico, amongst other points, stated that immediately after the siege, in July, 1867, a very great number of silver bars were sent to the mint, and, as the miners pressed very urgently for the return in coin, the mint pleaded inability to assay the said bars for gold. The Government assayer certifies that these bars contained gold, and states his belief that the mint knowingly committed a fraud, especially as the assays from which duplicates might have been taken were disposed of; also, that the dollars coined at the mint have neither the ley nor weight required. In view of these practices, the Government will, no doubt, annul the existing contract with the mint, and very justly so, for it should not be in the hands of private parties, who have secured contracts in the difficulties caused by the changes of Government, and who have, consequently, abused them; neither should a monopoly which enriches a few at the expense of miners and mining—the principal industry of the country—be allowed to continue.

The mints have not favoured mining, or contributed any assistance to it; on the contrary, they have nearly bled it to death. An anonymous defender considered that the punctual payment of the silver introduced was very meritorious, and that great credit was, therefore, due to the mints, implying that if they had been in the hands of the Government miners might have fared indifferently. This is the strongest defence as yet produced. If the Government at any time had wished to act in such a manner the mint contractors would not have formed a great obstacle. I will not rake up disagreeable evidence which is too well known. The above facts lead me to hope that ere long, when all the mint contracts are concluded or cancelled, we shall have the liberty to export our bar silver, as any other producer or manufacturer would.

This monopoly reminds me of the Swansea Copper Smelters' Association and the Chilean miners. The former were so greedy that they killed the hen that laid the golden eggs for them, so I remember telling one of them before they had completed the sacrifice. Copper mining in Chili suffered a severe blow, but Chili learnt to export bar copper, instead of ores and regulus, and, with the advantage of excellent coal in the South, will learn by-and-by to make sheathing, &c., and supply India and other markets direct. My benediction on these and other monopolisers. The Legislature of Zacatecas has conceded to the company which is being formed for restoring the mines of Proano the sum of \$120,000, as a loan from the public Treasury, on condition that the company possesses the necessary elements for carrying out the undertaking. The same Legislature concedes sundry privileges to any company that shall re-work the mines of Leonora and Huerta, in the district of Villanueva, and also to the Mining Company of the adit of San Felipe. This shows that the States are recognising the necessity of the working of their mines, and are desirous of giving an impulse to trade, knowing that the mines will consume on the spot the agricultural produce of the districts around them. How different is this, and what a contrast, to the time when a dozen English companies competed for the possession of the principal mines in Mexico, backed as they were by thousands of pounds of capital to undertake gigantic enterprises? The English, I am sorry to say, failed in the Real del Monte, and the Mexicans will this year finish one of the greatest works in the country—the adit which is to drain the Real del Monte Mines, and which is some 5500 yards long. The competition caused by the English companies enabled the Mexican proprietors to ask fabulous terms, and fortunes were paid besides, in the shape of "alimentos" or allowances for maintenance to the owners. In the case of the Catorie Mines, the English company only obtained one quarter of the property; such riches had these mines given, at the same time that they were obliged to pay the entire expenses of working, and to bring out an engine over hundreds of miles of country without a road. Now the Mexican mine owners would be glad to treat, and to accept terms that would suit adventurers, and a more favourable time could not be found than just before the influence of the reduced duties is felt, and before greater reductions take place. The rate of exchange, which is now favourable to the introduction of capital, will, in view of the reductions, change later on in favour of the exporter. I hear very good news from Capula, and have every reason to believe they are well founded, for I visited the mine about a year since. They have just set to work an engine, and a workman who has assisted in putting up twenty-eight engines said it worked

beautifully, and consumed a very small quantity of fuel—in fact, it was the "sweetest thing" in engines he had ever seen. It is a double-acting high-pressure engine, with Howard's patent superheating boiler, which, being composed of fifty-six separate tubes, facilitates the carriage over the mountainous districts of this country.

Real del Monte, July 7.

JOHN P. SEWELL.

#### REFORM IN MINING.

SIR,—The letters which have already appeared in the *Mining Journal* under the above heading clearly show that others, as well as myself, are desirous that the abuses which now exist in mining should undergo a thorough investigation, and, as far as possible, be immediately done away with. Several communications, in addition to those published, have been addressed to me by shareholders in mines, requesting me to point out the best mode of obtaining supplies, machinery, and the necessities for working a mine in Cornwall or Devon, without being dependent upon the local merchants, whom it is, and has been, the custom to abuse and condemn for the past few years; and it appears to me that shareholders think that their receiving but a small return (if any return at all) for their capital employed in mining is entirely owing to the unfair dealing and exorbitant charges of the merchants. No doubt this idea has been raised by persons in some way connected with the mines, and I have but little doubt that the persons who have been so prompt in condemning the merchant have done so in order to cloak themselves from the censure which is due to them. Without attempting to shield the merchant from the faults so glaringly a portion of the present system of supplying materials, and without intending to condemn anyone personally in support of my views, it is my intention to point out the abuses of mining, as far as I am able, and to do so without regard to persons, and to the best of my ability. The system of supply is a subject that will not be overlooked, and is one that needs reform; but there are others that must be looked to first, and the reform of which will, to a great extent, exclude the possibility of unfair dealings on the part of the merchants, or the necessity of making very stringent laws to be observed with regard to the supplies. It has been the custom for many years past to work metal mines by companies, for the simple reason that the capital required for the purpose is more than any one individual would be justified in expending on an undertaking that cannot be considered anything but a speculation. A company generally consists of independent gentlemen, or gentlemen engaged in business, who have surplus capital unemployed, and are by the inducement of their friends, or the statements circulated by the promoters, led to join the company to the extent their capital will in all probability allow. The company is formed by the promoters, who obtain the grant or lease of the mine from the lord or owner of the soil, or his agent, who is generally an experienced miner. Now, at the very beginning of the negotiations between the promoters and the lord the reform which is so necessary for the future welfare of mining must be made. The promoter wishes a grant, or lease, of a certain sett or portion of land known to contain mineral, or to have metalliferous veins passing through it. The lord is willing to grant, but wishes to make the most he can from his estate, and consequently acts accordingly. He supposes it probable that the promoter does not intend to work the mine himself, but wishes to obtain the lease, in order that he may sell the same for the formation of a company of *bona fide* mining adventurers. And, although the promoter undertakes to work the land, generally speaking his object is merely to make a profitable bargain for himself, and to disconnect himself from the company, and, therefore, does not care upon what terms he takes the lease. The lords, in order to protect their property from remaining idle in the event of the promoter failing to carry out the sale, insist upon a yearly rental, and a heavy penalty for land destroyed, so that mining companies are bound by conditions which lords could not, in reason, demand from *bona fide* miners.

The promoter having obtained the lease (upon any terms demanded by the lord rather than not have it at all), demands a good round sum from the company, which in most cases far exceeds a reasonable recompense for his time and trouble in the matter. I do not wish it to be understood that the promoter is unnecessary in the formation of a mining company, or in selecting or obtaining the grant of a sett, but I am of opinion that a large amount of capital, which should be spent in proving the ground, finds its way into the pocket of the promoter, who, as I have just shown, takes no more interest in the project than to drive a good bargain for himself, and then have done with the concern. The reform necessary in respect to the terms of leases may be brought about either by the lords or the real purchasers of the setts (those who combine their capital for working them). The lord can effect it by refusing to grant a lease to any but principals, and the investor or subscriber of capital can do so by refusing to work a mine, or to take a share in a mine, which is not granted direct to duly authorised persons on behalf of the company. Of course, the promoter will object to this, because he will then be compelled to be moderate in his demands, but enforcing so wholesome a check upon him will be a great step towards mining reform. When an eligible piece of mining ground is discovered or selected by a competent miner or promoter, and introduced to a company as a fair speculation, negotiations should in the first place be made with the lord as to the terms upon which the grant may be obtained, and if the lord is desirous of having his estate proved he will grant it to responsible parties at a fair and reasonable royalty, and will make only a just demand for the value of land destroyed, which value may be ascertained either by disinterested parties, the usual mode of arbitration, or may be stipulated for in the lease at so much per acre. *Dead rent is an unreasonable demand, which should be resisted.* Should the negotiations for the lease be successfully carried out, and the company properly formed, a fair amount should be awarded to the promoter, should be the first charge upon the company, and set forth in the balance-sheet in the same way as any other expenditure. The company having been formed, and the lease obtained, the local and financial management should be considered.

3, Great St. Helen's, London, Aug. 12.

CHARLES THOMAS.

#### AUSTRALIAN UNITED GOLD MINING COMPANY.

The following most satisfactory letter respecting this company's properties has been received this week from the director who accompanied Mr. Kitto to Australia:—

"Fryer's Town, Victoria, June 20.—You will be pleased to hear that Mr. Kitto and myself arrived here safely on the 9th of this month, since which time we have been occupied with the business of your company. It is with great satisfaction I state that, as far as my investigations have gone, I have found everything in strict accordance with the statements issued in the prospectus of the company, as well as by Mr. Kitto personally to your board. To particularise, from enquiries made by me in various quarters, it appears to be the general opinion that this district abounds in gold in paying quantities, and that the chief causes of so many companies failing was owing to their commencing operations with insufficient capital, and in others by incompetent or other bad management. With regard to the Duke of Cornwall property, I found the claim about 1200 ft. wide by 1300 ft. in length, upon a line of quartz reefs, situate just above Golden Gully, in many places cropping out on the surface. In other parts good sections of the quartz could be observed where shafts were sunk or commenced. Closely adjoining the Duke of Cornwall ground, upon the lower end, are Cattle's claim, worked by Cattle and Co.; Musquito claim, by Rowe and Co.; and Hilton's claim, by Hilton and Co.—all on Cattle's Reef. Hilton's people are erecting new and more powerful machinery, purchased with gold obtained by them from this reef, and the three partners stated to me that they had recently got 4000*l.* worth of gold at a depth of 80 feet, their surface level being about 25 ft. below that of ours, the lode when they quit it leaving off good, being 12 ft. thick, and yielding 1 oz. 8 dwts., or 5*l.* 12*s.*, to the ton. In this shaft they are overpowered by water, and will not be able to work again until their new operations draw it off. They are now sinking a new shaft about 20 yards lower down the plain for this purpose. Rowe's claim is next above Hilton's, and yesterday Capt. Rowe allowed me to inspect his mine, and my expectations were more than surpassed by the large quantity of quartz visible in the numerous drives, the average yield of which Captain Rowe assured me was rather over ½ oz. to the ton; he also stated that in the last twelve months his mine had improved 75 per cent., in consequence of the increased quantity of auriferous ore. The greatest depth of the mine at present is 140 feet. Next comes Cattle's claim, which borders on the 'Duke', but which, together with Hilton's, is almost stopped by the water. Not any of these claims, however, are more than one-third the width of the land embraced in our lease, for we have the line of country containing both Ferron's and Little's Reefs, in addition to Cattle's. Above the Duke of Cornwall are Little and Co., working Little's Reef, obtaining 14 dwts. to the ton (56*s.*), a spur of which has within the last few days been cut into our ground. This, with the other line of reefs, continues through the hill, until they again come near the surface in Vattle Gully, where, in a length of about half-a-mile, no less than five new engines are being, or have been, erected since Mr. Kitto left this colony for England. Not any of the machinery in this district is anything approaching the power of that which is on its way out to us, neither does there appear to be much economy used as regards labour, so that we may fairly hope to produce larger comparative results than our neighbours. With regard to the approach to the Duke of Cornwall, I may say that the nearest railway-station is Elphinstone."



stone, distance about seven miles, from which there is a road good enough for the conveyance of heavy machinery. Labour, from what I hear, is easily obtained, at a cost not exceeding 2s. per week, and the surrounding country is thickly wooded, and fuel easily and cheaply procured. I have seen several mills at work, and glean from my enquiries that rather over ½ oz. to the ton would fairly represent the average yield from the above-mentioned line of reefs. The valley below these reefs has been particularly rich, as its name (Golden Gully) implies, and, though the soil has been washed over and over again, it is still undergoing the puddling process, and yielding fair wages to numbers of working miners. The Central Mine has the railway running through the property, with a gentle incline from the rails down to the shaft, about 100 feet distant. The station is at Malmesbury, 1½ mile distant. A good road also runs through. With regard to this mine, it is more difficult for anyone to speak positively about it from the fact of the nature of the deep leads. The shaft is the best I have seen—in three divisions, strongly timbered, and in perfect condition. The water appears at a depth of about 130 ft. from the surface, the blue clay having been cut at 138 ft. Labour and fuel as at Fryer's Town. Some of the mines in the vicinity of the Central are working and paying; others have been discontinued from the fact of having bottomed shallow, or from being worked out on the branch leads, not having yet struck the main lead. Fresh shafts are being sunk in hopes of reaching the deep ground, as in ours, the opinion being common, even among those formerly opposed to the idea, that the Central shaft is in the right place. Mr. Kitto is writing you a report, and sending you copies of letters addressed to the original shareholders in the Duke and Central Companies, answers to which we cannot obtain in time for this mail, but, should it go well, no time shall be lost in procuring the transfer of the titles. In no single instance have I found anything in the slightest degree at variance with the statements made by Mr. Kitto in England, a fact not doubted before, I believe, by that gentleman's friends and personal acquaintances, but which will give satisfaction to have them corroborated, as well as stability of opinion to those of the general public who have previously formed a favourable opinion of the Australian United Gold Mining Company. HENRY WILLIAM LAMB.

#### IRISH MINING.

Something of interest has been given to mining affairs in Ireland within the past fortnight. Not that the material interests of mining property, we regret to say, have received any stimulus, for in presence of the low price of copper, and the great depreciation in the price of iron pyrites, the important product of the Wicklow district, this could not be. The interest is this, and being so peculiarly of the soil of which great enterprise is not the received characteristic, it is the more to be remarked that the Berehaven Copper Mine has changed hands, and has changed hands under circumstances which evince a spirit of adventure and a boldness of operation scarcely expected in the country—indeed, we should say in the capital, for in Dublin the negotiation has been carried out. This mine—Berehaven—is, of course, well known in the mining world; its rich produce, generally 10 per cent., has been for years to be seen quoted in the Swansea sales. The circumstances of the mine were peculiar, involved in family affairs, such as it will be sufficient to say materially affected the thorough and efficient working of it, so much so that a sale of the existing interests became a matter of necessity. With all this the mine was known, and admitted, to be of great value, so valuable that the sum of 100,000£ was asked for the lessees' interest, and this sum, to include plant, stock, stores, and some portions of royalty, has been given for it. This fact alone, no matter from what source the capital might have come, would, "in these dull, degenerate days" of speculation, peculiarly mining speculation, have been worthy of our observation, but when we say that this sum has been subscribed in Dublin by six persons only, we say that which has surprised us to learn, and on which as a project, and not as an accomplished fact, we should have looked doubtfully indeed. Berehaven Mine has been purchased under the circumstances we have mentioned: the names of all the party so boldly adventuring we need not enumerate, but anyone who knows anything of the mercantile interests of Dublin will recognise an element of prudence, combined with dash, when we say that the family of the BEWLEYS are prominently interested. There is, however, another name connected with this large Irish undertaking, carrying with it great weight, and giving strong assurance of energy, and promise of success. The purchasers of Berehaven have succeeded in obtaining the co-operation of Mr. ROBERT HERON, who for the last 15 years has been the secretary of the Mining Company of Ireland, and under whose careful management the company, arising out of great difficulties, reached eminent success, only recently arrested by the failure of the copper market. Indeed, it would, perhaps, be more correct to say that Mr. HERON has enlisted the co-operation of the monied men, for, as we understand the matter, he—the Mining Company of Ireland for financial reasons having been compelled to decline an offer made to them in the first instance—followed up the idea, and carried the negotiation through the Court of Chancery to a successful issue. Every mining man, every man interested in commercial undertakings, will give his hearty good wishes to the success of this, we really must call it, great Irish enterprise.

We, devoted as we are to the peculiar interest of mining, and watching, as we do, any development of the industrial resources of Ireland with peculiar regard, shall warmly hail success in this instance, and record it as we may hear it.

#### THE NEW PRINCE OF WALES SLATE COMPANY.

The readers of the *Mining Journal* have been apprised from time to time of the progress which has been made towards the resuscitation of this important company, and we now record with satisfaction the fact that the new company, under the above title, has been registered, and that the working of this undoubtedly most valuable quarry, the property of this company, will be immediately resumed. The directors are among the first of the most experienced and influential, and connected with the largest quarries in Wales, or in the world. This fact alone gives to all parties interested the most conclusive assurance, not only of the *bona fides* of the undertaking, but also of the estimate of its capabilities by the most competent judges.

In addition to the already proved veins of the Prince of Wales Slate Company, there are also in the newly-acquired land, of nearly 1000 acres, other veins of slate of apparently equal magnitude and value, and also, what is of a rare and exceptional character in a property of this kind, a valuable copper mine. Samples of ore have been forwarded to the *Mining Journal* Office, and the produce of this copper mine is certainly of very superior quality—nearly solid sulphuret of copper—averaging two or three times the value of Cornish ores, and which it appears could be worked to a depth of 200 or 300 yards by levels alone, no machinery whatever being required. This mine will shortly be offered to the public on advantageous terms, and, as contrasted with any Cornish mine requiring costly machinery, presents advantages of so peculiar a character as to need no further comment.

The re-establishment of this company, and whatever amount of success may attend its operations, will be mainly due to the exertions of one individual alone—Mr. THOMAS HARVEY, the general manager of the late company, and the general manager and secretary of the present company. To us it is not so much a matter of surprise that Mr. HARVEY should have triumphed over all the difficulties of this case as it may be to many of our readers, whose experience is bounded by the last 20 years. All will, however, remember the energy and perseverance which Mr. HARVEY brought to bear upon the conduct of the Cornwall and Devon Central Railway, 24 years ago, when he succeeded against the Great Western Railway Company, and devised, and ultimately compelled Mr. BRUNEL to adopt, his plan of a great railway bridge across the Hamoaze, at Saltash, which resulted in the construction of one of the grandest engineering works in the kingdom—the Royal Albert Bridge, which connects for ever the counties of Devon and Cornwall.

In the year 1846 we find him designing the Falmouth Waterworks, which he carried through Parliament against the strong opposition of the Bishop of Exeter, and others, and executed the whole at a cost of 10,000£, taking the supply of water from his own estate. In 1847 he was entrusted by the inhabitants of Lambeth and Southwark with an opposition before a Committee of the House of Commons to a projected Bill by the Lambeth Waterworks Company, and after a severe contest of five days, conducted by himself alone, against two learned counsel, one of whom is at present one of the Judges of the Court of Common Pleas, Mr. HARVEY succeeded in engrafting on the Bill clauses for constant supply under pressure, the sole object for which the opposition was undertaken. In the same and following year he projected, and applied to Parliament for, a waterworks for Penzance, and encountered strong opposition from the Corporation, but ultimately compelled them to carry out and complete at great cost thorough works of sewage and water supply.

Two or three years later he applied to Parliament for a bill for the construction of waterworks for Stonehouse, by Plymouth; and, not-

withstanding the strenuous opposition of the Admiralty, the cemetery company, and landowners, succeeded in carrying the Bill, and in seeing the works executed on his principle of constant supply under pressure. Having been born within a mile or two of the Delabole Quarries, in Cornwall, where Mr. HARVEY resided for 20 years, slate and slate quarrying have always been to him familiar subjects. The whole of the works of the Prince of Wales Quarry have been designed and carried out by him, and we are informed that nothing more perfect in system and execution has ever been seen in the Principality. The foregoing are some of the reasons why we feel confident that Mr. HARVEY will, if left to his own energy and judgment, achieve a great success in the New Prince of Wales Slate Company.

#### PREVENTING ACCIDENTS IN MINES.

In connection with automatic signalling between those who have the superior control of machinery and those entrusted with its actual manipulation, Mr. FRED. N. GIBBORNE's name is already extensively known, and one of his more recent inventions—his mechanical engine-room and ship-steering balance-weight signals—has recently been attracting considerable attention in official circles. Under the superintendence of Mr. T. H. BAKER, the chief of the engineering department, a model of his new apparatus has just been tested at Chatham Dockyard, with a view to ascertain its applicability to vessels of war, and it appears to have given great satisfaction. It has hitherto usually been considered necessary to employ either electricity or compressed air for forwarding the necessary signals between the bridges, turrets, engine-room, and steering-wheel, but Mr. GIBBORNE has discovered that these are very objectionable, owing to the heavy cost of keeping them ready for work, and their great liability to derangement; to remedy these evils Mr. GIBBORNE has invented an apparatus which depends entirely upon mechanical arrangements for its efficiency. The apparatus enables the captain to communicate from the bridge of the steamer to both engineer and helmsman, to receive their replies, and to note the actual movements of both engine and rudder; so that in case of danger from collision at sea during intricate navigation, &c., the vessel is under perfect and immediate control, and can be handled with confidence and safety. As soon as a signal is acknowledged, and before any alteration is made in the ship's course, the engine and rudder-head tell-tales, which are self-acting, instantly indicate upon the bridge, communicating the speed and direction of the engine, and the position of the helm to port or starboard, so that any possible error can be corrected before it has had time to produce any injurious effect.

Appreciating the importance of providing equal facilities for communicating from various points in a mine to the engine-driver, Mr. GIBBORNE has prepared a modification of his original design in order to render it applicable to mines, and from its extreme simplicity it is well worthy of a trial. The apparatus consists essentially of a balance-chain, working around indented pulleys, each pulley being placed in the centre of a dial, and furnished with an index, the connection being so made that neither of the pointers can move without all the others adopting a precisely similar course. It is proposed to letter the dial "men," "up," "stop," "down," "men," respectively, and whenever either one of the pointers is directed to say "up" the engine-room bell gives the proper signal, and every pointer in the connection is at the same instant turned to "up" also—in fact, the dials may be lettered to suit any kind of wording that may be considered necessary. For economy and convenience it is proposed to substitute, wherever any straight lengths occur, ¼-inch iron rods for the chains; or, perhaps, it would be more accurate to say that the whole of the connections are made with ¼-in. rods, except where the curve of the pulley has to be passed round. As the weights in the engine-room and at the other end of the rods exactly balance each other, the index has no tendency to return to any zero, but remains at whatever point it may be set—a circumstance which it is considered would be of immense advantage in case of an accident, from the facility it would offer for determining upon whom the blame, if any, rested, by affording conclusive evidence as to whether an order had been carelessly given, or had not been properly acted upon.

It is proposed not only to apply these signals in the shaft, but also in incline planes, and in levels, indexes being provided at short distances, so that in case of accidents, such as the trams getting off the rails, the lad in charge can instantly communicate with the engine-man, and prevent the damage which would otherwise be inevitable. The special advantages claimed are that a single connector (composed of ¼-in. diameter rods, with chains at angles) is required to transmit orders and receive replies between any number of communicators and indicators, all of which work in perfect unison; the connecting rods (having balance weights at each end thereof) take up any slack, or yield to contraction, so that when once fixed they continue self-adjusting, and for like reason they transmit signals steadily, but little power being required to move them; the pointers and transmitting handles of every communicator and indicator can be quickly adjusted to the centre of a common order by simply turning the outside binding screw, which holds them in position. The apparatus is so simple in design, that any ordinary mechanic can fit it; and the cost price is small, and fittingly inexpensive. Mr. JERRAM, engineer, of Great Queen-street, Westminster, has undertaken the introduction of the mining signals, and in the course of a few days the mining managers will have an opportunity of inspecting a working model of the apparatus for themselves.

#### Meetings of Public Companies.

##### MOSQUITO LAND SECURITIES.

A numerously attended meeting of holders of Mosquito claims, which have been certified by Capt. Bedford Pim, R.N., was held on Monday at the offices of the Central American Association, 4, Westminster Chambers.

Mr. FIELD occupied the chair, and stated: It will be in the recollection of many gentlemen here present that in March last we had a meeting, before which was laid an agreement which had been entered into provisionally between the Minister of Honduras, Don Carlos Gutierrez, on the part of his Government, and this committee on behalf of the holders of Mosquito Land claims. That agreement, which I will now read to you, was sent out to Honduras for the approval of the Government.

A copy has already been circulated among the certificate holders. The agreement was as follows:—

"Whereas in 1820, and since that time, certain grants of land within the Mosquito territory have been conferred by the chief of that country upon British subjects, amounting in all to a total of 5,000,000 acres, and whereas by a treaty between Great Britain and Honduras, dated April 18, 1860, the greater portion of the land from which the said grants had been made was declared to belong to Honduras, whereby the various claims became null and void in default of a valid title given by Honduras. Now, it is agreed between Don Carlos Gutierrez, Minister Plenipotentiary of the Republic of Honduras, on the one part, and the holders of the aforesaid land grants on the other, that without acknowledging any claim, the Government of Honduras, taking into consideration the hardship of the case of the holders of Mosquito land grants, and desiring to afford them an opportunity of recovering the large sums of money expended by them at various times, being also desirous to encourage emigration by every means in its power, hereby concedes to such holders 4,000,000 acres of unoccupied lands of the Republic, such land to be selected in lots of 1,000,000 acres each, on the River Wanks, River Patook, Black River, and the River Roman respectively. The apportionment of the said 4,000,000 acres is to be made through the intervention of the Central American Association (Limited), the Chairman of the Association being empowered to adjudicate upon the titles of the several holders of the Mosquito land grants, and no claim not admitted by him will be recognised as entitled to any benefit under this concession.—1. The land to be granted in fee simple.—2. The emigrants to be subject to the colonisation law of the Republic, copies of which are annexed.—3. A quit rent of 1 cent per clear acre to be paid annually to the Government.—4. The holders undertake to form themselves into a public company without delay, and as soon as the above stipulations are agreed to by the Government, to proceed forthwith to the colonisation and improvement of said lands. If such company shall not have been formed, and operations commenced within 12 months from the date of the ratification of this agreement by the Honduras Government, the grant shall be null and void in respect of all land not actually taken possession of or reclaimed, with due formalities, on or before Jan. 1, 1873."

It is only within the last few weeks that the answer has been received, which I am very happy to inform you is one of approval of the agreement, and authorising the Minister in this country to sign definitely, subject to one or two very minor alterations. The only modification of any importance was an increase in the quit rent to 2 cents per acre. It would be satisfactory to the meeting to learn that awards had been made by Capt. Pim to the extent of 10,000,000 acres, and that nearly the whole of these claimants

had expressed their desire to take advantage of this agreement, and of a similar agreement which the committee hoped to make with the Government of Nicaragua. Measures had been taken for commencing a railway, which was intended to cross the country from the Atlantic to the Pacific, and which would greatly increase the value of land in Honduras. A loan had been contracted for the purpose, of which 1,000,000£ had already been issued. A mutual interest would naturally exist between the promoters of that undertaking and those who were proposing to colonise the land. The committee hoped at an early period to be able to submit the prospectus of a company formed in conformity with the last article of the agreement. Don Carlos is now in the neighbourhood, and we have sent to him that we shall be happy to see him present here, and he will then be able to confirm the value of the grant made to us, and the prospects that seem to open out for the claimants. Having made these few remarks, I shall be happy to hear any observations that any gentleman wishes to make, and to give any explanation that may be required.

A BONDHOLDER: What amount of different stock has been sent in for registration?—THE CHAIRMAN replied that there were several original grants, and no doubt some few of those original grants had not come in, but a great number of different sorts had.

Capt. BEDFORD PIM said that his award had been in equity, and it amounted to 10,000,000 acres in all.

Mr. GREEN said they could not thank the committee too much, for they had taken them out of the slough of despair and raised them to a state of prosperity. They had 4,000,000 acres awarded to them, and they had lodged 10,000,000 grants of all descriptions of stocks. A more satisfactory statement it had never been his fate to hear, and he should feel the greatest pleasure in proposing that the report be confirmed, and that it be printed, and that they afterwards adjourn, with the view to hear a further statement of the plan that would be offered to them for the purpose of originating a new company, with a basis which was founded upon the Government grant of the Honduras Government.

A BONDHOLDER asked if undisputed possession would be given of the 4,000,000 acres, for there might be squatters on those lands? He also asked whether there was any doubt about the validity of the grant?

Don CARLOS GUTIERREZ (the Plenipotentiary of the Honduras Government) stated that his Government were anxious for Europeans to settle in Honduras. In order that their energy and activity might be directed to the development of the valuable agricultural and mineral resources of the country. There could be no question about the validity of the grant of the 4,000,000 acres, which were waste lands belonging to the Government; and more than that, 1,000,000 acres could be located in the vicinity of the Inter-oceanic Railway. The climate on the coast was only unhealthy from the heat; but upon the table lands in the interior the heat ranged from 60° to 75°, and there was not a more healthy climate in the world. The lands were not occupied, and squatters were unknown in Honduras. The Government were doing their best to get Englishmen to go out there, for they would make the country very prosperous. Don Carlos also stated he had received a most gratifying letter from the President of the Republic, Senor Medina, who was most warmly interested in the enterprise, and would do everything in his power to further the matter.

THE CHAIRMAN: I have put into writing the following motion:—"That this meeting desires to express its satisfaction at the proceedings of the committee, and with the success which has attended their negotiations with the Honduras Government."

Mr. GREEN: I am desirous of proposing that resolution. From the questions that have been put, and the answers that have been given, I am the more desirous of proposing it, because they have confirmed my opinion that this is a very valuable undertaking, and the more we search and make enquiries into the merits of it the better our position appears to be. I had no idea that we should have 1,000,000 acres contiguous to the railway.—Mr. ESKELL seconded the motion, and it was carried unanimously.

THE CHAIRMAN then proposed that the best thanks of this meeting be given to His Excellency Don Carlos Gutierrez for his attendance this day, and for the explanations he has given with respect to the lands.—Mr. BINGLEY seconded the motion, and it was adopted unanimously.

Further resolutions were passed directing the committee at the earliest possible day to convene a meeting, for the purpose of settling the conditions of the proposed company, and taking the necessary steps for its formation; and votes of thanks having been accorded to Capt. Bedford Pim and the Chairman, the proceedings terminated.

#### NORTH WHEEL CHIVERTON MINING COMPANY.

An ordinary general meeting of shareholders was held at the offices, Gresham House, on Thursday.

Mr. GEORGE NOAKES, F.G.S., in the chair. The notice convening the meeting having been read, the statement of audited accounts (which appeared in last week's *Journal*) was taken as read. The following statement of accounts, made up to the present date, was also submitted:—

The audited cash account to July 31 last	£1082 18 9
showed a balance of.....	124 2 5=£1207 1 2
To which add proceeds of ores sold.....	£ 264 1 11
From which deduct cost for July.....	47 10 0=
London expenses.....	311 11 11
Leaving balance in favour of mine this day.....	£895 9 3

The report of the committee of management was read, as follows:—

The committee believe that the period has arrived when a retrospective view may be taken of the object for which the company was formed, the operations that have been carried out, and the results that have ensued. The object for which the company was formed was to prove the mine to the 100 fm. level, and then to judge how far it would be advisable to further prosecute the adventure. The committee beg to state that so far the object has been carried out within the period calculated, and within the cost estimated for its accomplishment. A large extent of ground has been opened out. The engine-shaft has been sunk from the 80 to the 102. The 80 has been extended east and west 70 fms. The south lode has been explored for 30 fms. The 90 has been driven upon east and west 42 fms. The lode at the 100 has been cut through, and two winzes have been holed from the 80 to the 90. The results, however, have not as yet proved profitably successful; but the condition of the ground is so congenial for mineral that the committee have still confidence in ultimate success, and they unhesitatingly state that the outlay hitherto expended has been fully warranted by the indications which have presented themselves. An improvement has lately come in at the 90, which gives hope that a run of ore ground has gone down from the 80, which may be expected to be productive. The ends now driving east at the 90 and 100. The character of the ground in the shaft below the 100 is much changed for the better, and is in its texture and colour very similar to that which is so wonderfully productive at the West Chiverton Mine. The committee have strong hope that, by prosecuting the mine in depth, success will be attained. A very general opinion exists in the district of the mine that the western portion of the set, called Hicks's shaft, will on development become highly productive. The lode at the adit, 17 fms. from surface, contains large cubes of lead, with a matrix most favourable for that mineral. The committee are desirous to have flat rods worked from the engine-shaft, to prove the value of the lode. The committee are satisfied that the adventure presents strong inducements for its prosecution, and, therefore, recommend its continuance.

The report of the agent was read, as follows:—

Aug. 12.—The engine-shaft, as calculated on in our report for your last general meeting, has been sunk to the required depth for a 100 fm. level, shaft cased and divided, plat cut, and lode cut through, which is about 10 ft. wide, composed of hard quartz, mundle, stones of copper ore and lead, carrying two good walls, and presents a more promising appearance than it did in the level over at this point. We have driven east on the north part about 8 ft.; finding this part harder than we anticipated, we have put the men to take down the south part, thinking it would be found more economical to drive down the south shaft 10 ft. below the 100 fm. level; the men are now engaged fixing bearers, cistern, &c., previous to fixing plunger-lift in the 80, and arranging the pitwork below, so as to suspend the flat-roads at old sump-shaft and draw up the pitwork. We calculate to have this work completed by the end of the present month, so as to resume sinking the shaft below the 100. We may here remark that the lode will be in the shaft about 6 or 9 ft. from the present bottom. The 90 fathom level has been extended east of the shaft, on the north part about 16 fms., which is now 24 fms. from the shaft. A rise has been put up in the back lode and communicated to the winze east of Mew's shaft, and the lode cut through in three places, averaging from 13 to 14 ft. wide, composed of soft quartz, mundle, copper, and floukan, with occasional stones of lead; in driving the last 2 fms. the lode has much improved, the ore-bearing part being 2½ feet wide, containing good work for lead and blende, worth at present 6s. per fathom, with a good wall on the south side of it. We look on this to be a favourable indication, as there are some good shoots of lead gone down the shaft. In advance of this end, a winze in course of sinking by four men, about 10 ft. in advance of the 90 end; down near 2 fms., producing blende and lead, but rather too much water to contend with. The 90 west has been extended 5 fms., and is now about 10 fms. from shaft; lode large, composed of capel, mundle, quartz, blende, and lead, but not enough to value; this end is at present suspended, and the men placed in the 100 end east. A rise has also been put up in the back of this level, and communicated with the winze sunk west of Mew's shaft, which produced good nodes of lead and blende, which will work on tribute. We have cleared a matrix secured Hicks's shaft 4 ft. below the back of the adit, which is about 17 fms. from the surface, but are sorry to say we cannot do any more, on account of the water, owing to the adit being choked. It is reported to be a productive lode gone down in the bottom of the adit, and which we have no reason to doubt from what we can learn and see of it, as the backs have been taken away. There is a strong north and south course now to be seen in the shaft, 10 fathoms below the surface, containing beautiful stones of lead, priant, and mundle, as well as other cross-courses in the part of the set, which is considered a most favourable indication for making large deposits of minerals in connection with the east and west lodes. This shaft is about 230 fms. to the west of our present engine-shaft, and about 500 fms. east of the western boundary, or tail of the adit; the latter is choked for all the distance, which if cleared would be of but little, if any, advantage to work on the lodes below the adit. In order to prove this part of the set, a line of flat-roads cut down erected from our present engine-shaft, by a small winding and pumping-engine has been put in some convenient place. You will perceive by the foregoing report that our principal operations are at present confined to sinking the engine-shaft below the 100, driving the ends in this level, and the 90 end east, where we anxiously look forward for having productive lodes. As regards the western part of the set, about Hicks's shaft, we have laid it before you for consideration. During the past quarter we have sold lead, blende, and copper ores, amounting to 217½ lbs. 8d.—WILLIAM HANCOCK.

THE CHAIRMAN stated that the mine had been prosecuted with the greatest possible vigour, and the development had been carried out even beyond what they could expect during the time they had been at work. Every economy had been observed in the cost of working, and the outlay had been less than could have been computed. The lodes were large and exceedingly congenial, although up to the present time they had not been of that productive character that they expected to see below the 80 fm. level. Their principal object in commencing the development of this mine was in consequence of a shoot, or lode, being found in bottom of the 80; that shoot, however, did not extend far in the 80, and when the 90 was reached the lode was found to be un-



productive, but after driving for some 16 or 17 fathoms the first signs of encouragement presented themselves, the lode seeming to be of the nature found in the 90, although some 25 fms. behind where it was opened up in that level. It was now from 2 to 2½ ft. wide. It was, therefore, probable that the shoot of lead in the 90 was now coming in at the 90. If that be so, it showed that the ore ground had increased in length some 25 fms. The shaft had been sunk below the 90, at which level the lode had been cut through, where it was much more promising in appearance than in the 90. The agent expressed his strong belief that the ore ground found in the 90 would hold down to that level. Those, all would admit, were features most encouraging for prosecuting the mine. The shaft was now down below the 100, and by the end of the present month all the necessary preparations for resuming sinking would be completed; and the lode, it was presumed, would come into the shaft within 2 fms. more sinking. Under these circumstances the committee felt every encouragement to prosecute the sinking, although feeling some little disappointment that the lode in the 80 and 90 fms. levels had not been as productive as expected. He moved that the reports and accounts be passed and allowed.

Mr. EDWARD COOKE asked what had been done at Hilleke's shaft? The CHAIRMAN replied that Hilleke's shaft had been cleared, and a strong promising lode opened upon; but the water would not admit of its being worked. A miner who lived in the locality, and who knew the mine well, was willing to work it upon tribute if the water could be kept.

Mr. COOKE always had a very high opinion of that lode, and during the former working of the mine that point would certainly have been developed had the company been strong enough. It was always intended to sink another shaft further south, and so take the lode at an increased depth.

The CHAIRMAN said that Mr. Prout, who was considered one of the best miners in the county, strongly recommended the development of the lode at that point. Mr. COOKE said that he had recently conversed with a practical agent in the district, who said not only that the western part of the mine should be worked, but that in itself it was a splendid speculation; and that he (Mr. Cooke) believed was the general opinion in the locality.

The CHAIRMAN, replying to a question, stated that the amount standing to the credit of the account would enable them to carry on the operations for three months longer; and in the meantime some satisfactory results might be met with in the 100. He would take the present opportunity of expressing his opinion that the mine had been carried on with extreme vigour and with great economy by the agent, Capt. Wm. Hancock. He had also to thank the committee and agent of West Chiverton for the facilities they had afforded himself and his nephew (Mr. Henty) for inspecting their valuable property. Mr. Henty went underground, and was exceedingly pleased with what he saw. And he (the Chairman) was very glad to find that at the engine shaft below the 100, at North Chiverton, the texture of the ground—that is, the country—was very similar to that which they found at West Chiverton. He might add that the general character of the ground at North Chiverton had very much changed for the better, while the lode itself was stronger and more vigorous.

Mr. COOKE thought it should be borne in mind that West Chiverton did not come into its riches till it reached about the 80, which was equal to about the 100 in North Chiverton; and there was much to encourage them by what had been done in the mines east, where most productive results had been realised from the same lodes, as also from parallel lodes.

The reports and accounts were received and adopted. A vote of thanks to the Chairman was passed, which terminated the proceedings.

#### WORTHING MINING COMPANY.

The nineteenth annual general meeting of shareholders was held at the offices of the company, Bishopgate-street Within, on Monday,

Mr. CYRUS LEGG in the chair.

Mr. W. J. LAVINGTON (the secretary) read the notice convening the meeting. The report of the directors (which appeared in last week's Journal) was taken as read.

The CHAIRMAN said he had little to add to what was contained in the report. He need hardly state that he joined with the shareholders in the disappointment they must all feel in not being in a position to declare a dividend, as had been expected. He had, however, said that, so often that he would say no more about it, leaving the report to speak for itself. When they considered the amount expended, and the returns made during the past year, it was clear that it was the low price of copper which had prevented them realising all the profits which the company was entitled to. The price of copper in England and in transit something like 160 tons of copper, which all must admit was a large quantity to hold. By the advice just received the directors were informed that another shipment, of 40 tons, had been made, and that the prospects of the mine had much improved. As an illustration of the difference which the low price of copper made to them as a company, he might mention that the 200 tons of copper made since last October, estimated at only the price which ruled when the company was started, would have yielded a profit of something like £4000, whereas it had only realised just about sufficient to pay the expenses. The financial position of the company, as the shareholders were aware, was something like 2000, worse than at the end of the preceding year, but that amount would have been saved if they had had sufficient funds in hand, and had not been obliged to pay interest. He thought all would admit that those connected with the management in Australia did their utmost to ensure success, and he thought that he need hardly say the directors had every confidence in them. He was sure the directors never neglected anything which would be to the advantage of the company, and as long as the present board occupied their position nothing of the kind would ever take place. The advice just received from the colony had put the directors in much better spirits than for some time past. He moved that the report be received and adopted. —Dr. WOTTON (Deputy-Chairman) seconded the proposition.

A SHAREHOLDER drew attention to the fact that during the past year the copper sold had realised 16,000s., as against 18,000s. the previous year. He would like to know if the directors had any idea of the decline in the price of copper? The CHAIRMAN said that the difference arose from the fact adverted to in the report—that is, owing to the delay in cutting through the hard bar of ground the quantity of ore raised in the past year has fallen off considerably—from 270 tons in 1866-7, to 225 tons in 1867-8, or a decrease of 45 tons in the year.

The motion adopting the report was put and carried unanimously.

The retiring directors, Messrs. W. G. Jackson and C. A. Elliott, were re-elected, and Messrs. Isaac B. Elkin and Conrad Ehrensperger were reappointed auditors.

The CHAIRMAN said that a reference to the report would sufficiently show that the acting manager and local committee had continued to do their utmost to promote the best interests of the shareholders. The directors fully believed that everything had been done on the part of those in the colony, and that they had honestly and faithfully discharged their respective duties. It was satisfactory to find by the advice that the hard bar of ground had disappeared, and now they had to earnestly hope that the price of copper would soon advance. He then moved that the best thanks of the shareholders be given to Mr. Alfred Hallett, the acting manager, to the colonial committee, to Capt. Prisk, and the other officers of the company. —Dr. WOTTON seconded the proposition.

The CHAIRMAN then read the last advice received from the mines (which will be found in another column).

A letter which had been received from the colony by one of the directors was also read, which confirmed the statements in the official advice as to the improved prospects of the mine.

A vote of thanks was passed to the Chairman and directors for their continued attention to the company's interest. The usual courtesy to the Chairman terminated the proceedings.

#### GREAT COWSYMLOG SILVER-LEAD MINES.

We are glad to state that arrangements are now being made for the introduction of the required capital so long desired for thoroughly developing this great property. It has gone into new hands, law proceedings and everything of an unpleasant nature connected with it have been satisfactorily settled; but, unlike the usual course adopted by liquidators, the interest of every shareholder has been protected, and a new lease conceded. Provision has been made for the payment of all creditors in full. This property is well known throughout the county of Cardigan to be one of the greatest promises; in fact, the mine for ages has been one of those great scenes of human industry that has drawn upon it the attention of the whole country. The mine was discovered in the year 1560, and the cause of a mint being established in the old castle of Aberystwyth, and coins of that period are still in the hands of the antiquarian. About 150 years ago these mines were worked by a Flintshire company, who sent immense quantities of silver-lead to market. Historians of the time state that the profits of this company then amounted to between 6000l. and 7000l. a year. The whole of this ore ground remains intact under the 30 ft. level, and available for the company now formed for working it. An adit level has been driven up to within 40 or 50 fms. of this great run, and once you know a thing is good, and you can have it for 5s. the South Darren lode, a very rich vein, is also within 130 fms. of this deep adit, and when opened by it there can be no doubt that great bodies of ore will be rendered available for working. The arrangements now made will secure the necessary capital for working. Gentlemen of influence and capital have given in their adhesion to the undertaking; and, as the whole work to bring the property into the best practical state will neither be expensive nor tedious, there is every certainty that these amounting mines will soon be brought into a profitable and prosperous state of working.

#### [ADVERTISEMENT.]

From Mr. EDWARD BREWIS.—The Mining Market has quieted down to its usual seaside holiday season, which gives the "bears" a few days enjoyment in their semi-natural element. It so happens that *bona fide* purchasers in mining securities at this time of the year can select a few hundreds of pounds value now that generally command a great enhancement before November expires; and, as there are some half-dozen shares of merit selling at such tempting prices that I am confident if the investing public knew it they would not hesitate to secure for themselves a purchase according to their means. I shall this week be most happy to give all my clients and friends the necessary "tip." I argue this—when once you know a thing is good, and you can have it for 5s., it is useless to wait two months and give 15s., the intrinsic value being the same; and this is just the position of many low-priced shares in tin and copper mines at the present moment. In lead mines, SUMMER HILL, in only 508 shares, is likely before long to attract more attention than even it did six months ago. It appears this mine has produced close upon 100,000l. worth of lead ore, and stood at one time in the position of the richest lead mine in the county. It gave profits to the tune of 51,000l., and shares now are at their minimum quotations, surely this is overlooked. As regards economy of management, it is not equalled by any mine marked in this Journal. The apparition seems to be that people think of 500 and 5000 shares as one. From continued improvements the mine is likely at no distant period to regain its position. The whole concern is selling for an old song, or about 3000l. To make capital bring in a revenue of 100 per cent., secure an interest at once.

YDAXAMUTAXA shares, after repeatedly touching 4, fell on Monday to 2½, 4, but quickly recovered to 4½, 5; anterior to the telegram from Galile, on the 19th ult., the shares had risen entirely on the mine's merits, and there is no doubt the company have a valuable property; and the sanctioned railway will add immensely to its resources. WEST GODOLPHIN, 1 to 1½; the dividend at the

next meeting will, it is said, be larger than the one declared eight months ago, after paying for hydraulic power, machinery, &c. The sales of tin justify this, the cost of production being exceedingly low. LOVELL CONSOLS and NEW LOVELL, ¾ to 1, have been operated in considerably, and the gold mines, as usual, have attracted their dreamy followers. This precious metal will always do so; it is a pity they cannot raise a "lot" of it, like copper, which would be satisfying to their auriferous nerves.

#### MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

CAPULA.—A friend, writing from Mexico, under date July 7, says—"I hope to pay another visit to Capula, which is near here, and will send you an account of it for the Journal. I believe it will very soon attract great attention, and become a dividend mine. I have no share therein, but am glad to see that an English company is likely to do well."

DON PEDRO.—By telegram to-day, 19,070 oits. of gold is advised as the produce for June, which is 1070 oits. beyond the estimate sent per last mail; this will realise a profit of over 5000l. on the month. Surely such returns should be a guarantee for the *bona fides* of any concern.

CHONTALES.—The accident to Mr. Belt is, as usual, extensively used by market men to depress the price of shares, but if the report be carefully read, and the return of gold be compared with the quantity of stuff stamped, anyone may see at a glance the property is a valuable one. There are other officers on the property that can take care of it.

NORTH POOL.—The discovery of copper ore in this mine, valued by Messrs. Vivian and Son, the managers, at 20l. per fathom, continues to hold good, and will, in all probability, be found to be a continuation of the valuable deposit from which copper to the value of 217,130l. was raised, and which left a profit to the shareholders of 58,700l. The necessary machinery to work the mine to a great depth has been purchased and erected, and it is the general opinion of all practical miners that North Pool will again become one of the most valuable mines of the district, which has been, and may still be considered, the most profitable copper producing district of the world. East Pool, which is to the south of North Pool, has paid dividends to the extent of 55,680l., having parallel lodes to those of North Pool, and being traversed by the same cross-courses.

GREAT RHODESMOR.—At the monthly Ticketing yesterday, at Holywell, 57 tons of lead ore were sold. The mine is looking exceedingly well, and promises very quickly to return to its shareholders substantial and continuous dividends. The shares are selling far below their intrinsic value, and investors going into the undertaking cannot fail to realise great profits.

The WEST TINCROFT MINE is about to commence working on a scale commensurate with its importance and first-rate property. This is really a splendid piece of mineral ground, and worth a dozen ordinary mines. All practical mining agents and working miners in the district are convinced of the value of the set, more especially as it contains so many rich lodes, a caunter, and cross-courses. From all reports given, there is a mass of mineral collected in the property, and it is fully expected, after the erection of a steam-engine, and other appliances attached, so as to bring the ores into the market, that the mine will be brought into such a position as to give the shareholders an increase of capital for their outlay, and dividends may be expected within six months from time of full operation. This is considered one of the finest unwrought pieces of mineral life in West of England, and all connected with the undertaking may certainly be congratulated upon the brilliant prospect now before them. From my knowledge of the property and locality, I have the highest opinion of the results to be derived therefrom, and have applied for a large interest in the same.

A circular was sent on Wednesday to the adventurers in EAST WHEAL GRENVILLE stating that the caunter copper lode had been intersected in the 70. The lode has since been cut through, and driving east and west commenced, the lode in each end being worth 2 tons of copper ore per fathom. This is an important discovery, inasmuch as there is scarcely a doubt of the lode being whole to the surface, and it can at once be intersected by short cross-cuts in the 65, 55, and 45 ft. levels. Should the lode be found productive at these three points the adventurers will soon find themselves reaping an ample reward for their spirited enterprise. The 95 east is opening out good tribute ground. The 110 east is worth from 1½ to 2 tons of copper ore per fathom, and the rise in back of the latter level 2 tons of ore per fathom.

CENTRAL SNAILBEACH.—In last week's Journal in the report of the general meeting we omitted to state that a hearty vote of thanks to Mr. S. H. Kough, the retiring secretary and solicitor, was carried unanimously by the shareholders present.

SOUTH CONDUROW.—There are many important points to come off in this mine at a very early date, of a very important character, and which may tend to considerably improve the price of shares, which are now lower than they have been for some time past.

LOVELL CONSOLS.—Operations are progressing satisfactorily, and the bottom level is not far from the run of tin ground passed through in the level above. Few mines hold out such promises of success as this, and there is no reason to doubt it proving equally as productive as its neighbours, East and New Lovell. The lodes passing through the set are those that have returned large profits in the district, and by developing them the same results will be arrived at.

NEW GREAT CONSOLS (Limited).—The new, powerful 80-in. pumping-engine, which superseded the small 50-in. engine previously at work, keeps the water from the bottom of the mine (which is 84 fathoms deep) by three strokes per minute. This engine is of sufficient power to drain the mine 100 fathoms deeper. The prospects of the company are very bright, no doubt existing as to the results desired—large profits. The position of the mine is good, having at the east, on same lodes, Devon Great Consols, and in the locality of the following mines:—Hington (N. W.), Holmbush, (E. of Wales, &c.) have been informed that they send about 170 tons of copper ore monthly to Ticketing at present, and that the yield will shortly greatly exceed that. There are four lodes in the set, and one only worked on, the size of that varying from 6 to 23 ft. wide. Deeper levels are wanted, and cross-cuts to side lodes, when we may expect abundant returns. I congratulate the able manager (Captain R. Pryor) and the company on their prospects.

SOUTH WHEAL CROFTY.—There is a probability of an increase of tin in this mine, and that the dominant metal feature will at no distant period be tin instead of copper, like what has prevailed in the neighbouring mines. The probability of a dividend similar to the last being declared at the next account, on Sept. 28, the dividend would have been as much again if the copper standard had not given way.

BRYN YSTWYTH (Cardiganshire).—From a report of the agent, dated Aug. 10, I see that the men have got to work on the forebreast of the deep adit, driving northward, in order to cut the north or Cwmystwith lode. From the best calculation that can be made (and it is impossible to estimate the exact underlie of lodes for 120 fms., in consequence of the variation to which they are liable), the distance to drive will be 20 fms., and occupy a space of time of from five to six months. The agent states that there is a great deal of red and blackish sand coming from the bottom of the lode, and he thinks comes from the lode. It is rather a singular scientific circumstance that this water should be forced through a screen of clay-slate rock for a distance of 120 ft., but when we consider the pressure bearing on this water, which is upwards of 20 atmospheres, or in exact numbers 380 lbs. to the square inch, it is evident that it would be forced a long way towards any approaching vent. There is another subject connected with this worthy consideration. On the top of this ground there are the sites of ponds used for washing the tin, and the agent states; any water collected on these sites might be used for the same effect. When a communication is made between the deep adit and surface, the height of the column of water, the driving or motive power would be 720 ft., or, as we said before, 22 atmospheres or 380 lbs. to the inch. A small quantity of water with such a pressure would do a great amount of work in drawing and pumping, so that the mine would establish within itself a power calculated to carry it to a great depth at a very small cost.

MARY FLORENCE.—Capts. Verran and Johns (Aug. 12) report.—In sinking Saw's shaft below the 15 we have passed through a hard floor of spar and capel, which has somewhat impeded our progress, but has, nevertheless, shown the spots of copper ore, and this being only a few fathoms distant from the main lode may be regarded as a good indication; the ground at the deepest point seems to be improved, and we hope in future to make greater dispatch than hitherto in deepening the shaft for another level. We are getting on well with the rise in the back of the 15, and having attached a machine to the main road in the shaft, with a continuation of air-pipes to the rise, the men have sufficient air to work, and will, we hope, make rapid progress until the rise is holed to the adit, which will secure perfect ventilation, as well as avoid any possible ground. As there is nothing being done on the lode for the time being, we cannot report any change, but the prospects for the future are exceedingly good.

I notice in the Mining Journal of Saturday last that there is a company about to be formed for working the Wheal Bal set, now to be called WEST TINCROFT Mine. I am an old tin miner, and have long been wondering how such a fine piece of mineral ground should have so long remained unwrought. I have again and again taken particular notice of the lode over the adit level, which is about from 8 to 10 fathoms below surface. The lode is from 2 to 3 ft. wide, with tin from the north to south wall, and I have been informed only 15 fathoms below the adit level the lode is 3 ft. wide and rich for tin. The late purser (Mr. Samuel Harvey, Kertis, Paul), who had the management of the mine upwards of 45 years since, told me he was underground and saw the lode, which is holding down; he informed me that there was a large quantity of rich tin stuff broken, worth at that time 8s. per barrow of 22 gallons (equal at the present price of tin as it is now selling to 3l. per ton in the stone, as broken from the lode). He also said that the lode was worth 3l. per barrow of 22 gallons, or equal to 20l. per ton in the stone, as broken down. I am convinced any good mining company, if they commence working under a judicious and proper management, can get the mine into a full course of working, and tin in the market for sale, in three months from commencement of operations. There is no doubt but this rich tin lode is holding down, and going away into a virgin piece of mineral property. I do not hesitate in recommending this mine to anyone who may ask my opinion, for it is such a property that will shortly speak for itself in returns and sales of ores. I am very anxious to see the mine working, and I am a well-wisher of the undertaking.

NORTH TREKERRY.—The indications have much improved since the meeting. The opening out of a course of ore in the 130 fathom level is looked upon as a certainty, and important results are expected to be realised by the development of the shallow levels extending into the recently-acquired portion of the set.

KITTY (Lelant).—Captain Rosewarne (Aug. 13): South Ruscoe Lode: The lode in the boundary shaft, sinking below the 40, is worth for the length of the shaft (9 ft.) 7l. per fathom. The lode in the 40, west of the shaft, is worth 6l. per fathom. The lode in the winze sinking below the 40 east is worth 6l. per fathom.—North Ruscoe Lode: The lode in the 160, east of Bolitho's winze, is worth 3l. per fathom. The lode in the 160, west of Bolitho's, is worth 5l. per fathom. The lode in the 150, east of Bolitho's, is worth 3l. per fathom. The lode in the 150 fathom level rise, west of Bolitho's, is worth 4l. per fathom.—North Gowan Lode: We hope to resume the sinking of Bolitho's shaft below the 20 ft. level in a day or two, where we have a good lode for tin. The lode in

the 50, east of the rise, west of Roger's shaft, is worth 3l. per fathom. The lode in the 20, west of Bolitho's, is worth 5l. per fathom.—New Lode: The lode in the 140, east of the cross-cut, is worth 2l. 10s. per fathom. There is no alteration in any of the cross-cuts.

The prospects of the GREAT SOUTH CHIVERTON still continue to improve. The lode in the 40 west contains more lead, and from the appearance of it during the past week there is every probability of a valuable ore ground being laid open in this level, in addition to that already passed through. The best part of the lead is in the bottom of the level, which speaks well for the 50, and opening up a rich course of ore. The cross-cut at the 50 is changing in its character, and presenting the same appearance as in the 40 before the lode was met with, thus proving the lode to be near at hand. This mine will be one of the prizes of the district, and those who make purchases at present prices cannot fail to reap large profits. Regular sales of lead will soon commence.

#### FOREIGN MINES.

DON PEDRO NORTH DEL REY (Gold).—Telegram: Produce for June, 19,070 oits.; produce to July 18, 5516 oits.

JAVALI.—Satisfactory advices have been received from the manager of the Javali Mine. Several essential articles had still to be sent from San Francisco, especially amalgamating pans, but he had succeeded in starting the first set of stamps of the new machinery, and had the pleasure, in spite of primitive contrivances in running them, to remit upwards of 200 ozs. of gold. The health of the district was all that could be desired, and the supply of labour abundant, in consequence of the encouragement given to the miners to settle on the company's land, where many of them had built their cabins, and brought their wives and families, so that the locality was assuming quite a peopled appearance. The underground workings have all progressed as satisfactorily as could be desired. All the machinery, including the last consignment of 10 stamps heads, have arrived at the mine, and was in course of erection. Some of the last consignment weighed more than a ton, but both consignments, weighing together 86,000 lbs., had been placed at the mines for \$2375 34—about 520l. It was carried up by mules and in ox-carts, about 100 miles, and the same number of carts, being employed. The manager states—"The Blake crusher alone weighed 1½ ton, and is by far the most massy piece of machinery ever transported in this district." In proof of the value of the Javali ore, the manager says—"A miniature amalgamator of the kind which I ordered from San Francisco, for the purpose of prospecting our ores from time to time, happily arrived complete enough to be put immediately to work. With it Mr. Simpson, the superintendent of the mill, has made the following experiments, and obtained the results, which speak for themselves. Of the two classes of ore which we have crushed in the battery a general sample of ore, 100 lbs. of each, gave—Of calcined rock, 6 ozs. of gold per ton; of crude from the Socorro, 2 or 2½ ozs. of gold per ton; of tailings, from the head of the Attwood separator tank, 5½ ozs. of gold per ton; of tailings, from foot of same, 4 ozs. of gold per ton. Thus the tailings of the Attwood separator are still worth from 4 to 5½ ozs. of gold per ton, which metal we have no means of securing at present, as the present shaft has one single pan, which cannot, of course, work all the tailings. The directors have some time since ordered the amalgamating pans, which by this time are, it is hoped, on the mine.

CHONTALES.—Consuelo Mine: No. 3 level has been driven east of No. 2 shaft 6½ varas on course of the lode, which is 9 feet wide, worth about ½ oz. per ton; this part of the lode has been disordered, but within the last few days has been improving. In back of No. 1 intermediate level, east of No. 2 pass, has been stope 8½ varas; lode 3 ft. wide, yielding 1 oz. of gold per ton. No. 2 stope, in back of the same level, has been stope 13½ varas; lode 3½ ft. wide, producing 1 oz. of gold per ton. In bottom of No. 2 level, east of shaft, has been stope 8½ varas; lode 3½ ft. wide, yielding ¾ oz. of gold per ton. In back of No. 2 level, east of shaft, has been stope 2½ varas; lode 3 ft. wide, producing 1½ oz. of gold per ton. More ground would have been excavated during the month but for the bad condition of the tramway to St. Domingo, and it was deemed necessary to re-fix it, in order to enable us to send our quartz more regularly to the stamps. Since then we have brought from 40 to 60 tons per day to the stamps at a much lower cost. At present our mines are looking very favourable for giving a regular supply of quartz during the present month. At Estrella nothing is doing at present.—San Domingo and San Antonio Mine: The back of the A. level, east of Bolitho's shaft, has been stope 4 varas; lode 5 feet wide, worth 8 dwts. per ton. The back of No. 2 level, west of Bolitho's shaft, has been stope 20 varas; lode 4 ft. wide, worth 8 dwts. of gold per ton. Driven on the course of San Antonio lode, west of Trinidad Creek, 6 varas; lode 6 ft. wide, worth 6 dwts. of gold per ton. From the above stopes we have sent to mill and stamps 37 tons, and from San Antonio 13 tons; but little has been done in the above mines during the month, in consequence of our men being engaged in re-fixing the Consuelo tramway, also San Antonio incline tramway, to facilitate the more constant supply of quartz to the stamps. The Consuelo mine has set two more stopes in San Domingo, worth from 8 to 10 dwts. per ton. Stamp Machinery: The stamps have been idle this month from the 4th until the 20th, in consequence of the re-fixing of Consuelo tramway. Since then the stamps have been working very well. The plates are now in good working order also the beads. The cups at the arrastra mill will be re-laid in a few days, as we have water enough to drive four cups.

LUSITANIAN.—Aug. 4: In Taylor's engine-shaft the lode has not been worked since last report; it is worth 2 tons of ore per fathom.—Levels on Basto's Lode: The lode in the 100, east of River shaft, is 1½ ft. wide, composed of flookan. In the 120, east of Taylor's, the lode is 6 ft. wide, composed of quartz, and worth ¾ ton of ore per fathom. The 120, west of Taylor's, yields 2½ tons of ore per fathom. The 110 east 3½ ton per fathom. The lode in the 10, west of Taylor's, is worth 1 ton of ore per fathom. In the 90, east of River shaft, the lode is 1½ ft. wide, composed of flookan. The lode in the 70, east of River shaft, is 1 ft. wide, composed of quartz. In the 38, west of Perez's shaft, the lode is small, composed of flookan. The 18 west is suspended for the present. The 8, west of Perez's shaft, is worth ½ ton of ore per fathom, and the adit west produces ½ ton per fathom.—Levels on Caunter Lode: The lode in the 100, east of the cross-cut at Taylor's, is 1 ft. wide, composed of flookan and quartz. The 80, east of slide, is 1 ft. wide, composed of flookan and quartz. The levels on the 28, east of slide, is 2 ft. wide, composed of quartz, spotted with lead, muddle, and copper ore. Levels on the Slide: The lode in the 100, west of Taylor's, is 3 ft. wide, composed of flookan, intermixed with country.—Cross-cuts: In the 60, south of Oak shaft, and in the 60, north of River shaft, the ground is a hard gneiss.—Winzes: In winze No. 73, sinking below the 110 ft. level, west of Taylor's, on Basto's lode, the lode is worth 1 ton of ore per fathom. The lode in winze 74, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 75, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 76, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 77, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 78, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 79, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 80, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 81, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 82, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 83, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 84, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 85, below the 70, east of slide, is worth 1 ton of ore per fathom. The lode in winze 86, below the 70, east of slide, is worth 1 ton of ore per fathom. 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## WATSON BROTHERS' MINING CIRCULAR

WATSON BROTHERS,  
MINING AGENTS, STOCK AND SHARE DEALERS, &c.  
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

**Messrs. WATSON BROTHERS** return their most sincere thanks for the great patronage bestowed and confidence reposed in their firm for 25 years, and to assure their friends and clients it will be their earnest endeavour to merit a continuance of both.

Messrs. WATSON BROTHERS have made arrangements for continuing their weekly Circular, which has had a large circulation for many years, to the columns of the *Mining Journal*, their special reports and remarks upon mines and mining, and state of the share market, will in future appear in this column. In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks," seven mining successes in the aggregate, and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present; and, from the lengthened experience of Messrs. WATSON BROTHERS they are emboldened to offer, thus publicly, their best services to all connected with mine or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON BROTHERS also inform their clients and the public that they transact business in the public funds, railway, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON BROTHERS are also daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON BROTHERS having agents and correspondents in all the mining districts and an extensive connection among the largest holders of mining property, they have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are able to supply shares in all the best mines at close market prices, free of all charge for commission.

**SATURDAY, AUG. 8.**—Active demand for Prince of Wales, at 35s. to 37s.; West Frances, at 21 to 26; and Yudanamutana, at 5½ to 6½. Chiverton Moor, 6½ to 7; West Chiverton, 6 to 6½; Wheal Chiverton, 15s. to 20s.

**MONDAY.**—Market dull. Prince of Wales, 35s. to 37s.; Yudanamutana receded to 4½, sellers; Don Pedro, 3½ to 3¾; Great Retallack, 3½ to 3¾; West Frances, 25 to 27½; Emily Henrietta, 3½ to 3¾.

**TUESDAY.**—Prince of Wales advanced from 37s. 6d. to 40s., and in good demand. West Frances, 25 to 30; West Seton, 18 to 18½; Marke Valley, 7½ to 7¾; Don Pedro, 3½ to 3¾; Yudanamutana, 4 to 4½; Chontales, 2½ to 2¾.

**WEDNESDAY.**—The market is moderately active to-day for West Frances, Prince of Wales, and Yudanamutana. Chontales receded to 2½, sellers; West Frances, 28 to 30; Prince of Wales, 36s. to 38s.; Yudanamutana, 4½ to 5; Chontales, 1½ to 2½; Chiverton Moor, 6½ to 6¾; West Chiverton, 6 to 6½; Marke Valley, 7 to 7½; Don Pedro, 3½ to 3¾.

**THURSDAY.**—Dealers preparing for the settlement, and market dull. Prince of Wales weaker; prices generally nominal. Chiverton Moor, 6½ to 7; Prince of Wales, 34s. to 36s.; Great Retallack, 3½ to 3¾; Marke Valley, 7 to 7½; West Frances, 28 to 30.

**FRIDAY.**—Active demand to-day for Prince of Wales, at 35s. to 37s. 6d. Don Pedro, 3 to 3½; Marke Valley, 7½ to 7¾; Great Retallack, 3½ to 3¾; Great Wheal Vor, 14 to 15; Chontales, 1½ to 2½; Chiverton Moor, 6½ to 6¾; West Chiverton, 6 to 6½.

## Mining Correspondence.

## BRITISH MINES.

**ABRAHAM CONSOLS.**—John Vivian, Aug. 13: No. 2 shaft is sunk to the 27; we shall now drive south, and cross through the lode as a portion of it is near the shaft. I hope in my next to be able to speak of its size and value.

**BEDFORD CONSOLS.**—J. Mitchell, Aug. 12: The new south lode, in the middle adit level, west of cross-cut, so far as taken down, is 2½ feet wide, composed of spar, mundle, capel, peach, white iron, and a little saving work for copper ore—a kindly lode. The lode in the eastern end is full 5 feet wide, composed of spar, mundle, capel, white iron, a little prlan, and spots of copper ore. The upper part of the end is disordered at present by a slide, which is dipping east full 6 feet in a yard level. I hope to see a change for the better as we get out of the influence of the slide ground.

**BEDFORD UNITED.**—J. Phillips, Aug. 12: The lode in the engine-shaft, sinking under the 90, is 4 ft. wide, and producing 8 tons of ore per fathom for the length of the shaft (12 ft.). In the 90 east the lode has all been taken down, 14 ft. wide, and produced 5 tons of ore per fathom—a fine, promising lode. The 75 east is being driven by the side of the lode, but good stones of ore occasionally broken out, which induces me to hope for a good improvement in the end when the lode is taken down. The slope in the level is producing from 3 to 4 tons of ore per fathom.

**BRONFLOYD UNITED.**—Captain Kemp, Aug. 13: The different bargains throughout the mine remain without change since last report. We have resumed the driving of the 40 fm. level end west, on the south part of the lode, by four men. We sampled on Monday last 50 tons of lead ore, for sale on Aug. 20.

**BRYN GWIOL.**—S. Harper, Aug. 13: The lode in the 85, west of Bramwell's shaft, is about 1 foot wide, producing good lumps of lead ore, opening tribute ground. The lode in the 75, west of the cross-cut, is at present small and unproductive for lead ore. It appears as if we are again in a hard knot of ground, inasmuch that I am obliged to bring up the price for driving to 10l. per fathom, but I hope this will be for a short duration. The lode in the winze in bottom of the same level is about 1 foot wide, worth 1½ ton per fathom. The lode in the old 60 fathom level west, on Brooks's old rim, is worth about ¼ ton per fathom. At the west shaft (Lloyd's) having completed the cutting and securing of the pit at the 40 yard level, we have commenced clearing up and opening out at the required width and length for a good drawing shaft below this point. I have been informed from the old agent that we have about 20 yards more to sink before reaching the lead, where he says we shall find a lode 10 inches wide, solid lead, they having been obliged to abandon the workings in consequence of too much water, but at the present time this obstacle is being removed by our engine drawing off the water; therefore, we look forward with very sanguine anticipations for great results. Our pitches throughout the mine are not looking so well just at present, but hope for the better when the lode will soon take place. We shall sell to-morrow about our usual quantity of lead ore.

**BRYN YSTWYTH.**—J. Tregoning, Aug. 10: The men have commenced to work, and are working well on the deep adit driving north towards the north lode; they would not take a bargain of more than 4 fms., at 7l. per fm. There is a great deal of water in the end, I think coming from the lode; the water is of a reddish and blackish colour. The rock of the country in the end is of the ordinary blue colour attending the cross-cut throughout the mine.

**CAPE CORNWALL.**—R. Pryor, F. Hosking, Aug. 12: The tinwork bargains continue just the same as when last reported on, with the exception of the 100 cross-cut, which gives indications of nearing a lode or branch.

**CARADON CONSOLS.**—S. Bennetts, Aug. 11: The bearing of the perpendicular lode in the 78 west is slightly more northerly than the Clymo's lode, those two lodes are now so far apart in the end as to necessitate the leaving of the former in the course of driving. Very little of the Clymo's lode has been taken down during the week. The 78 north is being pushed on with all speed, and ground good. The winze below the 68 is down as deep as the back of the 78, and suspended.

**CARN CAMBORNE.**—J. Truscott, Aug. 12: The engine-shaft is sunk 10 fms. below the 70, and we have set the men to sink 5 fms. more, which when completed will make this a 15 fm. lift; the ground is granite, of a favourable character. The south lode, in the 70 west, is 8 feet wide, composed chiefly of capel and peach, intermixed with mundle and copper ore, worth 10l. per fm. for the latter. In the 60 west the lode is poor. In the 30, west of western shaft, the lode is worth 6l. per fathom. No other change to notice.

**CASTELL CARN DOCHAN (Gold).**—J. Parry: We have driven 2½ fathoms of the deep cross-cut; we expect a change of ground daily, and to reach the lode. We are making another cutting by the smithy, but have not yet struck the lode. Some of the stuff from the other cutting gave a few specks of gold in the bath.

**CEFN BRWYNNO.**—J. Paul, Aug. 11: In compliance with your request, I beg to hand you a report on this mine, with an account of the progress made since the commencement. The 92 has been extended east of the engine-shaft 20 fms., 2 ft. 3 in. through a lode varying from 3 to 5 ft. wide, which produced in places from 12 cwt. to 1 ton 12 cwt. of lead ore per fathom. The lode in the present end is worth 8 cwt. of lead ore per fathom, with indications for further improvement. There are two runs of ore ground still in advance of this point, which are worth from 15 cwt. to 1 ton of lead ore per fathom where seen in the bottom of the level above; and we may fairly expect to open out some good ore ground by extending this level eastward. The same level west has been extended 11 fms., in a hard and strong lode, which yielded good stones of ore occasionally; the lode in the present end is large, and contains strings of lead ore, with every appearance of becoming more productive, as it will now quickly reach under the run of ore ground in the level above, which is about 40 fms. long. The 80 east has been extended 12 fms., through a very promising lode, which yielded some good ore, and for about 5 fms. in length is worth 15 cwt. of lead ore per fathom. The lode in the end is 3 ft. wide, and worth 16 cwt. of lead ore per fathom. This level is entering a fine piece of ground, and likely to open out good bunches of ore. The same level west has been driven 8 fms., in a large and promising lode, containing a little ore throughout, but for the last 3 fms. in length yields 16 cwt. of lead ore per fathom. This level will now enter a good run of ore ground seen in the level above, and should be urged forward as fast as possible. The 56 east has been repaired, cleared, &c., and extended 7 fms., on a lode of a very promising character, containing good stones of ore at times. In the present end the lode is 4 ft. wide, showing strong spots of lead ore. This point is entering a fine piece of virgin ground eastward, and undoubtedly good bunches of lead ore will be discovered when further developed. The cross-cut north at the 20, east of engine-shaft, has been extended 15½ fms., but no lode has yet been intersected. From the appearance of the ground we are now in I should think that the lode is not far off, there being strings of spar with spots of ore in them crossing the end, &c.; but the lode must have taken a more

northerly direction than was anticipated at first by its bearing seen in the western part of the mine. This point is being, and should be, pushed forward with the utmost vigour, as a discovery here would greatly enhance the value of the mine. Nothing is now doing at the 92 and 80 fm. levels, east and west of shaft, in consequence of the water being in, owing to the long drought; but I hope we shall soon be able to get the water out again, as there is a change in the weather, and a little rain. The mine, on the whole, I am happy to say, has opened out from the commencement of the present company very satisfactorily—in fact, better than we could have expected; and, when looking at the different points level good promise, such as side lodes, and the promising points at the different levels, the prospects of this mine are very good, and when properly opened out will, no doubt, make a lasting and profitable property.

**CHANTICLEER.**—W. Wasley, Aug. 13: The 90 yard level is now cleared 35 yards west of shaft. The men are at present engaged in cutting down the side of the level, near the end, which they will finish this evening, when they will commence to clear again. We have got some fine lumps of ore in the old stuff the last day or two clearing, some of them about 20 lbs. weight. It is now raining very fast here, and I hope we shall soon get water enough to commence the dressing and bleaching of the mine very good, and when properly opened out will, no doubt, make a lasting and profitable property.

**CUDDRA.**—F. Puckey, A. Cundy, Aug. 12: In the 142, driving west of Walker's shaft, the ground is still favourable for progress. In the slope in the back of this level, east of winze, the lode is 8 feet wide, and worth 14l. per fathom. In the 130 west we are desailing the lode, and opening out ground for stoves in the back of that level with all speed. The lode in the winze sinking below the 100, is without alteration since last reported. In the western slope, in the back of the 100, the lode is 8 ft. wide, and worth 12l. per fathom. In the middle slope we are desailing the lode. In the eastern slope the lode for 10 feet wide is of a very promising character, composed of quartz, peach, and iron, and worth for tin 16l. per fathom. Our tribute pitches are without alteration.

**CWM ERFIN.**—Aug. 11: The slope in bottom of the 10 will produce 15 cwt. of lead ore per fathom. We have set a slope in bottom of the deep adit level, producing 5 cwt. of lead ore per fathom. The ground being whole here for 12 fms. deep, we are working this as a trial. The lode in the rise over the back of the deep adit level is 2 ft. wide, but of no value. The winze sinking below the deep adit level has been commenced with the old north workings. These men are now gone to slope east of the winze, where the lode is worth 1 ton of lead ore per fathom. We have 16 men employed in the various slopes over the back of the deep adit level, in which the lode will yield on an average 1 ton of ore per fathom. The lode at Taylor's drift, east of boundary, is 2 ft. wide, composed of killas, quartz, and spots of blende. There are two stoves in back of this level producing 1½ ton of lead ore per fm. each. The slope in bottom of William's level will produce 12 cwt. of ore per fm. We have not met with anything new in our cross-cuts.

**DEEP LEVEL.**—Aug. 12: The lode in deep level, west of junction, on Pant-y-Go vein, is about 16 in. wide, principally composed of spar, and showing spots of lead ore; the ground has become harder than it was. The lode in the deep level, south-west on deep level, is 12 in. wide, containing limestone, spar, and spots of lead ore, but not sufficient to value. The lode in the pitch over this level, near the present end, is 2 feet wide, worth 14 cwt. of lead ore per fathom. The lode in the winze sinking below the 174 yard level, 11 yards east of Eytton's, on Pant-y-Go vein, is not looking quite so well as it was; the lode in the present bottom is 18 in. wide, composed of limestone and spar, and will yield fully 1 ton of lead ore per fathom; the water is getting a little troublesome at this point, not finding its way to the deep level as well as it did. In the 204 yard level, east of Eytton's shaft, on the Pant-y-Go vein, the lode is 14 in. wide, composed of limestone and spar, and producing stones of lead ore in hard ground. There is no change in the 174 yard level, west of Pant-y-Go shaft; the upper part of the level is in old workings, there is about 2 ft. in height of whole ground from the level in the old workings, where the vein is 3 feet wide, principally composed of clay, where we find some good stones of lead ore, and a little blende. We have two pitches working over this level, where we find some good stones of ore in the clay left in the old workings. We sampled yesterday 30 tons of best ore, and 4 tons of slime, which will be sold to-morrow.

**DOLCOATH.**—J. Thomas, W. Provis, J. Tonkin, J. Bawden, Aug. 10: The engine-shaft, sinking under the 290, is not of much value, but the lode is producing good stones of tin. The 290, east of engine-shaft, is producing a little tin. The 290, west of engine-shaft, is unproductive. The 278, east of new east, is worth 20l. per fm. The winze in the 268, 2 fms. below the 278, west of old sump, is worth for 9 ft. long 18l. per fm. The 278, west of old sump, which is driving on the south part of the lode, is producing a little tin. At the end of this month we intend to drive north through the north part of the lode, which we expect to find of greater value, as there was a good lode in the 266, on the north part, just over this. The 266, east of new east, is producing a little tin. The 266, west of old sump, is near the cross-course, to the west of which we expect an improvement. We have commenced to sink a winze under the 254, 6 fms. below the 266 fm. level, where the lode is about 2 ft. long 60l. per fm. We have cut through the lode at the 254, east of new east, and are now driving east on it; it is worth for 6 ft. wide 15l. per fm. The 254, west of old sump, is worth 20l. per fm. The 242, west of old sump, is holed to the winze under the 230, and the ground set to slope. We have just commenced to drive the 242 fm. level end west, where the lode is worth 40l. per fm. The 242, east of new east, is producing a little tin. The 230, east of new east, is not of much value. The 230, west of old sump, on the north lode, is worth 20l. per fm. The 229, west of Harriett's, is worth 10l. per fm. The 229, east of new east, is about 2 fms. short of the winze sinking under the 212, where the lode is worth for 9 feet long 80l. per fathom. The 210, east of new east, is unproductive. We have just commenced to sink Valley shaft under the 190, 2 fms. below this end; this lode produces a little tin. The 215, east of Stray Park, is worth 8l. per fathom. In the accounts for the month there is about 300l. charged for extra cost incurred in preparing for drawing with wire-ropes.

**EAST CARADON.**—J. Truscott, Aug. 12: Caunter Lode: The 115 east is by the side of the lode. The 100 east and west is poor. The 90 east is worth 12l. per fathom. South Lode: The 70 west is worth 8l. per fm. Childs' Lode: The 80 east is producing stones of ore. The 80 west is worth 15l. per fm. The 70 east is worth 6l. per fm. The 70 west is producing saving work. The 290, west of engine-shaft, is unproductive. The 278, east of new east, is worth 20l. per fm. The winze in the 268, 2 fms. below the 278, west of old sump, is worth for 9 ft. long 18l. per fm. The 278, west of old sump, which is driving on the south part of the lode, is producing a little tin. At the end of this month we intend to drive north through the north part of the lode, which we expect to find of greater value, as there was a good lode in the 266, on the north part, just over this. The 266, east of new east, is producing a little tin. The 266, west of old sump, is near the cross-course, to the west of which we expect an improvement. We have commenced to sink a winze under the 254, 6 fms. below the 266 fm. level, where the lode is about 2 ft. long 60l. per fm. We have cut through the lode at the 254, east of new east, and are now driving east on it; it is worth for 6 ft. wide 15l. per fm. The 254, west of old sump, is worth 20l. per fm. The 242, west of old sump, is holed to the winze under the 230, and the ground set to slope. We have just commenced to drive the 242 fm. level end west, where the lode is worth 40l. per fm. The 242, east of new east, is producing a little tin. The 230, east of new east, is not of much value. The 230, west of old sump, on the north lode, is worth 20l. per fm. The 229, west of Harriett's, is worth 10l. per fm. The 229, east of new east, is about 2 fms. short of the winze sinking under the 212, where the lode is worth for 9 feet long 80l. per fathom. The 210, east of new east, is unproductive. We have just commenced to sink Valley shaft under the 190, 2 fms. below this end; this lode produces a little tin. The 215, east of Stray Park, is worth 8l. per fathom. In the accounts for the month there is about 300l. charged for extra cost incurred in preparing for drawing with wire-ropes.

**EAST CARADON.**—J. Truscott, Aug. 12: Caunter Lode: The 115 east is by the side of the lode. The 100 east and west is poor. The 90 east is worth 12l. per fathom. South Lode: The 70 west is worth 8l. per fm. Childs' Lode: The 80 east is producing stones of ore. The 80 west is worth 15l. per fm. The 70 east is worth 6l. per fm. The 70 west is producing saving work. The 290, west of engine-shaft, is unproductive. The 278, east of new east, is worth 20l. per fm. The winze in the 268, 2 fms. below the 278, west of old sump, is worth for 9 ft. long 18l. per fm. The 278, west of old sump, which is driving on the south part of the lode, is producing a little tin. At the end of this month we intend to drive north through the north part of the lode, which we expect to find of greater value, as there was a good lode in the 266, on the north part, just over this. The 266, east of new east, is producing a little tin. The 266, west of old sump, is near the cross-course, to the west of which we expect an improvement. We have commenced to sink a winze under the 254, 6 fms. below the 266 fm. level, where the lode is about 2 ft. long 60l. per fm. We have cut through the lode at the 254, east of new east, and are now driving east on it; it is worth for 6 ft. wide 15l. per fm. The 254, west of old sump, is worth 20l. per fm. The 242, west of old sump, is holed to the winze under the 230, and the ground set to slope. We have just commenced to drive the 242 fm. level end west, where the lode is worth 40l. per fm. The 242, east of new east, is producing a little tin. The 230, east of new east, is not of much value. The 230, west of old sump, on the north lode, is worth 20l. per fm. The 229, west of Harriett's, is worth 10l. per fm. The 229, east of new east, is about 2 fms. short of the winze sinking under the 212, where the lode is worth for 9 feet long 80l. per fathom. The 210, east of new east, is unproductive. We have just commenced to sink Valley shaft under the 190, 2 fms. below this end; this lode produces a little tin. The 215, east of Stray Park, is worth 8l. per fathom. In the accounts for the month there is about 300l. charged for extra cost incurred in preparing for drawing with wire-ropes.

**EAST DAIREN.**—Aug. 12: Taylor's Shaft: We have suspended the 116 east, and placed the men to strip down the lode westward to prove how far it goes in that direction, the lode being now 6 feet wide, yielding 2 tons of ore per fathom. The lode in the 104 west will produce 1 ton of ore per fathom. In the winze sinking under this level the lode will yield 2 tons of ore per fathom. In the 92 east the lode is producing 1½ ton of ore per fathom. In the winze under this level the lode is producing 1½ ton of lead ore per fathom. In the 92, west of boundary, the lode is poor. In the 80 east the lode is producing some small branches of lead, and promises improvement. The slope over the drift will produce 1½ ton of lead ore per fathom. In the 68 east the lode will produce 1 ton of ore per fathom. The tribute pitches still yield their usual quantities of ore. The shaft at Blaencroft is now down about 20 fms. more promising. No change in the cross-cut north at New Pool. We have drained the water out of Skinner's shaft to within 3 feet of the 44 or bottom level, and hope to get it out in time to let the same for sinking on Saturday morning. Our machinery is in good order, which with our surface work is all in full operation.

**EAST PROVIDENCE.**—J. Nancarrow, W. White, Aug. 1: At our survey to-day the following work was set: Boorman's shaft to sink below the 106, by nine men and three boys, at 27l. per fm. The 106 to drive east, by six men, at 6l. 10s. per fathom. Lode sinking out is very good, and looking more promising. The 94 to drive east, by four men, at 3l. per fm.; lode large and thin. The 70 to drive east, by four men, at 6l. per fm. The 50 to drive east, by two men, at 6l. per fm.; and opening up tribute ground. The 40 to drive east, by two men, at 6l. per fathom; lode large, and yielding tin to save. We have also set 12 pitches to 24 men, at an average tribute of 11s. in 1l.

**EAST ROSEWARNE.**—C. Glasson, Aug. 13: In the 115, east of King's shaft, the lode is 15 in. wide, worth 6l. per fathom. In the 115, west of shaft, the lode is 10 in. wide, worth 3l. per fathom. In the 105, west of shaft, the lode is 6 in. wide, worth 3l. per fathom. In the rise in back of the 105, east of shaft, the lode is 10 in. wide, worth 5l. per fathom. In the 95, west of shaft, the lode is 15 in. wide, worth 8l. per fm. We have resumed the rise in back of the 95 fm. level, east of shaft; the lode is 6 in. wide, worth 8l. per fm.

**EAST SNAPELL.**—W. H. Rowe, Aug. 12: The improved appearance of the lode in the bottom of the engine-shaft is just now temporarily disturbed by a fall of ground, dropping in from the foot of the lode from the foot of the lode. The 14 of common occurrence, and no doubt, more settled lode will be found as soon as are clear of this bed. The ground in the 20 end is harder, but the lode is well defined, and yielding good stones of ore. There is a fine-looking lode in the stoves above this level, producing ore at a very fair profit.

**EAST WHEAL GRENVILLE.**—G. R. Odgers, W. Bennetts, Aug. 12: There is no change in the lode at the shaft sinking below the 110. The lode in the 110 east is 2 ft. wide, and worth from 1½ to 2 tons of copper ore per fathom. The lode in the 100 west is 2 ft. wide, and worth 1½ tons of copper ore per fathom. The 95 east is 15 in. wide, and producing copper ore and tin, opening tribute ground. We are glad to tell you that we have intersected the caunter lode at the 75, where it is 15 in. wide, composed of yellow, grey, and black copper and mundle, worth 2 tons per fathom; this lode can also be intersected at the 65, 55, 45 fm. levels, by similar cross-cuts.

**EAST WHEAL LOVELL.**—R. Quentrell, Aug. 12: The lode we are sinking and driving below the 45 still continues to produce rich stamping work, with indications of opening out a good run of tin ground. The slope below the 40 is worth 30l. per fathom.

**EAST WHEAL RUSSELL.**—William Richards, Aug. 13: The north lode in the 130, east of Davey's cross-cut, is very wet, and troublesome for exploring at the present time, we shall, therefore, drive on the south part of it for a few fathoms, and then cross-cut it, which will enable us to make greater progress in proving the ground. The lode in the 100 east produces some ore occasionally, but not enough to value. Good progress is being made here. There is no change to report of the other points.

**EBURY.**—Wm. Kitto, Aug. 13: I do not know that I have anything new of importance to tell you this week. The 60 end east looks to-day as if going to change for the better, but should it be so I will write again in a day or two.

**GAWTON COPPER.**—G. Rowe, G. Rowe, Jun., Aug. 8: The ground in King's engine-shaft, sinking below the 70, is without change since last reported on, still being a little stiff for progress. There is no change to notice in the appearance of the lode in the 70, driving the past week. The lode in the 70, east from engine-shaft, continues to look well, worth 8 tons of good quality ore per fathom. The lode in the rise in back of the 70 east is worth 4 tons of ore per fathom. The 66 east is without change. The lode in the winze and stoves, going down below the 60, is worth 4 tons of ore per fathom, and looking cheering.

**GLASGOW CARADON.**—Wm. Taylor, Aug. 11: Caunter Lode: The 75 west is worth 8l. per fm. The winze in bottom of the 65 is worth 6l. per fm. The 65 east, on south part, is worth 5l. per fm. The stoves on this lode are worth from

8l. to 10l. per fm.—Arrol's Lode: The 65 east is worth 6l. per fm. The stoves on this lode vary in value from 8l. to 9l. per fm.—Harvey's Lode: The 65 east is worth 7l. per fm. The 65 west is worth 9l. per fm. The stoves in back of this level vary in value from 8l. to 10l. per fm. There is no other change to notice since last report. Everything is being pushed on as fast as possible.

**GOGINAN.**—Aug. 11: The lode in the 100, east of winze, yields 15 cwt. of lead ore per fathom. The 100, east of rise, which shows a little ore occasionally, is suspended for want of surface water for drawing. The three stoves over this level produce 15, 18, and 14 cwt. of ore per fathom respectively. The drift east cross-cut yields 17 cwt. of ore per fathom. The slope over the same west, 12 cwt. per fathom. The 60, on the north lode, is of a promising appearance, showing good spots of lead ore.

**GREAT LAXEY.**—J. Barkell, Aug. 12: In consequence of the continuance of dry weather we are not able to do anything below the 190. Since we holed the sump to the 200 the 190 is well ventilated, and we have now 16 men shooting off the side of the 190, where the lode is 12 ft. wide, and worth for lead and blende 100l. per fathom. The 180 fm. level end, driving north, is worth from 50l. to 52l. per fathom. The 165 is worth about 70l. per fathom, and the 155 is worth 90l. per fathom. There is no change worthy of notice in the 145 fm. level end, driving north; the lode in the end is worth about 50l. per fathom.—Dumbell's: The lode in the engine-shaft sinking below the 125 is worth about 50l. per fm. The sump sinking below the 125, about 20 fathoms north from shaft, is worth 100l. per fathom; and the 125 end, driving north, is worth about 80l. per fathom. The sump sinking below the 110, about 20 fathoms in advance of the 125 end, is worth over 100l. per fathom; and the 110 end, driving north, continues to improve, now worth from 60l. to 70l. per fathom. Our 70 fm. level, driving south, continues to open out rich ore ground, worth about 70l. per fathom; and the 60 end, driving north, is also worth about 70l. per fathom. We are about to commence a sump in the sole of this latter level, about 8 fathoms behind the end, in a lode worth 90l. per fathom. We are badly off for surface water; the washings floors are crammed full of "sludge" stuff, and so it will be until we get rain, and more water to work the round buddles.

**GREAT NORTH LAXEY.**—R. Rowe, Aug. 8: Since the general meeting, in March, we have met with an important change in sinking the engine-shaft; it was then 5 fms. below the 95, and it will be remembered we had just met with an additional and heavy feed of water, rising from the extreme bottom. The cause of this, in the course of sinking 4 fms. more (making the shaft 9 fms. in all below the 96), has since been ascertained—that at this depth the lode was reversing its underlie from west to east; and I may here remark that the latter is the underlie of Great Laxey lode. At the bottom of the shaft we have driven a cross-cut east, which has proved and established the above to be a fact, and the only proper course for us now to pursue is to continue the sinking of the shaft upon the usual angle down to the intended 10 fm. level, from which we shall again drive a cross-cut, and make such alterations as the changed character of the lode may indicate and require. The influx of water in the bottom, together with the extent of unbroken dry weather, have made it impossible to keep the lowest part of the mine clear of water, but this will be obviated in a day or two after we have rain. The 96 fm. level has been driven north about 6 fms. since the last meeting, all of which is in paying ground, the lode being worth from ½ to 1 ton of lead per fathom, and the latter is about the value of the present end, immediately above which a winze is being sunk about the 84, and down 6 fms., worth from 1 to 1½ ton per fm. The 84 is now driven north of shaft altogether 35 fms.; the lode continues small, and at present unproductive, but we hold it of much importance to continue this drive, on account of its depth, and bring in new ground, where, if a discovery is made, the success of the mine would be instantly secured. Near the engine-shaft we have stoves in this level worth 1 ton of ore per fathom. In the south end of the mine the 73 fm. level is extended in all 56 fms., and of late we have been rising towards a winze sinking from the 60, which is glad to say is now holed saving work. This will give ventilation for driving the 60, now included to be resumed, and we shall be able to stop the backs of the 20.—No. 2 Lode: The shaft to sink below the 30, by eight men, at 16l. per fm.; lode 18 in. wide, and producing some good silver-lead; this is a kindly lode. The 30 south, by two men, at 2l. 10s. per fm.; lode 15 in. wide, of friable quartz, and occasional stones of lead; this lode is looking very promising. The 30 north, by six men, at 3l. per fm.; lode in two parts, containing good silver-lead—saving work; this end is now 4½ fms. behind the perpendicular of the winze, and we hope by next Saturday to be under the perpendicular of the winze, where there is a splendid bunch of lead. A cross-cut to drive east at the 20, by two men, at 2l. 5s. per fm.; we think in about 3 fms. driving we shall intersect a lode or branch that has gone off in the side.—Ground driven and sunk in July: The No. 1 shaft is sunk below the 20 4 ft. 3 in. The 20 is driven south from No. 1 shaft 1 fm. 2 ft. The rise above the 20, south from ditto, 1 fm. 5 ft. 8 in. The winze below the 10, south from ditto, 2 fms. 0 ft. 6 in. The No. 2 shaft is sunk 1 fm. 4 ft. 9 in. below the 30. The 30 is driven south from No. 2 shaft







of this level, is 3 ft. wide, worth 13s. per fm. In the 40 fm. level, driving west, we think that we are now through the large slide that we have had for several fathoms; the ground under it, which we see in the bottom of the end, seems to be very much firmer. As soon as the upper part of the end is clear of the slide, we shall endeavour to find the lode again to the west of it. The men are removed from the rise in the back of this level, to assist in hoisting air shaft. The lode in No. 3 slope, in the back of this level, is 2½ ft. wide, worth 10s. per fm. The lode in the 28 fm. level, driving west, is 3 ft. wide, worth 6s. per fm. Good progress is being made in the rise in the back of this level, against the air shaft, and we expect to form a communication in the course of a few days, which will, we trust, thoroughly ventilate the mine.

**WIRAL GRENVILLE.**—G. R. Odgers, W. Bennetts, Aug. 8: The lode in the new shaft, sinking below the 130, in the eastern end, is fully 5 ft. wide, 4 ft. of which is gossan and quartz, containing a little tin, and 1 ft. of the south contains copper ore and spar; from the appearance of it, it will produce 1 ton per fathom; this is the continuation of the caunter, and it will be desirable to open this lode at the 140. The lode in the 110 west is 18 in. wide, producing excellent stones of grey ore; we are inclined to think that this lode westward and in depth will be found productive for copper. There is no change to report in the tin department since our last. The different places are yielding about their usual quantity of tinstone. We are busy dressing.

**WIRAL KITTY** (St. Agnes).—S. Davey, Wm. Polkinghorne, Aug. 8: The lode in the 82, driving west of Holgate's shaft, is 2½ ft. wide, and worth for tin 5s. per fm.—New Shaft, Pryor's Lode: Nothing worthy of remark has taken place in this shaft during the week. In the 94, driving west of shaft, the lode is 3 ft. wide, and worth for tin 17s. per fm. In the 82, driving east of shaft, the lode is 2½ ft. wide, and worth for tin 13s. per fm. In the 82, driving east of shaft, the lode is 2½ ft. wide, and worth for tin 8s. per fm. In the 65, driving west of shaft, the lode is thrown down by a cross-course. In the winze sinking below the 65, west of shaft, the lode is 1½ ft. wide, and worth for tin 12s. per fm. In the 44, driving east of shaft, the lode is poor.—Caunter Lode: In the 82, driving north of shaft, the lode is worth for tin 8s. per fm.—Vottle Lode: In the 24, driving east of cross-end, the lode is producing a little tin.

**WIRAL SPARNON.**—W. Tregay, Aug. 8: The branch in the 30, east of old dump produces good stones of copper ore; but does not at present appear very regular or well defined; we purpose driving after it a short distance further, and if it does not improve, to set the men to open on the north lode, where we have very good prospects.

**WIRAL ST. VINCENT.**—R. Victor, Aug. 12: We have cross-cut through the copper lode in the deep adit; the lode is 9 feet wide, with good stones of copper. We are also cross-cutting about 20 fathoms east of Malnech's shaft. In the deep adit, we have very kindly branches of silver gossan. We are now in the lode about 5 feet, and the prospects are a shade better than when last reported. Hooper's end, west of footway, is gradually improving, and the branches of silver gossan appear to be coming out of the copper lode, and running into the main silver branch. We expect to reach the point of junction in a few days, where we hope something of great value will be discovered.

**WIRAL TRELAUNY.**—Wm. Johns, T. Grenfell, J. Pryor, Aug. 11: At Trelawny's engine-shaft, in the 220, north of shaft, the 210, south of shaft, and the 210 north of shaft, we are driving by the side of the lode for dispatch; in each of these ends we have a beautiful killas, and we hope to take down the lode by our next setting-day. The winze sinking in the bottom of the 196, in advance of the 210 north, is worth 8s. per fathom. A slope in the bottom of this level is worth 25s. per fm. At Smith's engine-shaft the lode in the 210 south is 3 ft. wide, but without any alteration to notice since last reported on. In the 210 north, we have reached the slide; up to this point we are opening out tribute ground. The lode in the 196, north of Chippindale's shaft, has considerably improved, and is now worth 12s. per fathom. We shall sample at our usual time about 13 tons of No. 1 and No. 2 silver-lead ore.

#### MEXICO—IMPORTANT INFORMATION.

A Mining Congress was summoned in the month of March to the City of Mexico by President JUAREZ and his Ministers, each State sending one Member to represent its interests.

Copy of Minister ROMERO's Official Communication to the Governors of the different States (translation):—

Now that peace has been established throughout the Republic, the Government considers the time has now arrived for protecting and promoting the interests of all manufacturing and producing branches, by dictating all measures that will conduce to that object.

The branch that, more than others, requires the special attention of Government is that of Mining. As, undoubtedly, Mexico has been peculiarly favoured by Nature, and more so than any country in the world, with rich mining districts, many of which exist to this day in almost a virgin state, although many have been nearly worked out.

The Government, having now the conviction that its future prospects depend on its gold and silver exports, will now endeavour to reduce as much as possible all dues on mines, and those on the export of bullion.

The President of the Republic has notified with pleasure the many articles written lately by Mexicans, as well as foreigners, with reference to the measures that ought to be carried out for the advancement of mining interests, and this circumstance has convinced the President that these measures should be taken with as little delay as possible.

The President has named, meanwhile deputies arrive from the different States, a Commission to prepare all the measures that are to be proposed. The Commission is composed of the following persons, who, by their high position, will be looked upon as a guarantee. Their names are as follows:—Don JOSE MIGUEL, Don JOSE GONZALEZ, Don ISMAEL CASTELLANO, Don MIGUEL BUSTAMANTE, Don ANTONIO DEL CASTILLO, Don AGUSTIN ZAMORA.

The President notifies to the Governors of the different States the necessity of hastening the arrival of the deputies to the Mining Congress, so that it shall have been installed by the 1st of May of the present year.

(Signed) ROMERO, Minister of the Treasury.

Mexico, March 16, 1868.

The reforms carried out by this Congress will be communicated to the Mining Journal by each mail.

[Since writing the above, the French mail of Aug. 7 from Mexico has arrived, via St. Nazaire, and brings the following information from our correspondent:—Congress has decreed a reduction for the present of 5 per cent. on mining dues, and further reductions will continue to be made. The Real del Monte Mining Company will be a gainer of 30,000l. a year by the reduction of these dues, besides being placed in a position to work with profit silver ores that could not be made to pay before those dues were lowered.]

**CHONTALES.**—The letters by the last West India mail informed the directors that the stamps had been idle from the 4th to the 20th of June, in consequence of the re-fixing of the Consuelo tramway. Since that period the 12-head stamps had worked well, and from 40 to 50 tons of ore per day had been sent to the stamps at a much lower cost. The mines were looking very favourable for giving a regular supply of quartz. During July 253 ozs. of gold have been received, produce of 560 tons of stuff. The directors regret to learn that Mr. Belt has met with a somewhat serious accident, resulting from a blow upon his head while passing on muleback through the railway tunnel, and from the effects of which he is still suffering. The establishment continues in a most healthy state. It may be added that Mr. Belt has successfully overcome all difficulties, and placed the mines in a position to meet the monthly cost, which has been very considerably reduced. By our advertising columns it will be seen that the directors are not unmindful of the importance of securing the services of an efficient agent to act under Mr. Belt.

**YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA.**—Some disappointment has been expressed with regard to the non-confirmation by the last advices of the important discovery of ore previously announced by telegram, but a reference to the respective dates will remove any disappointment on this account. The advices appear in another column.

**CLIFFORD AMALGAMATED.**—A meeting of shareholders was held at the City Terminus Hotel, on Tuesday, to consider the present position of the affairs of the mines, and also to determine what steps should be taken to put the property into a more satisfactory state. Mr. Peter Watson (Chairman of the Mining Exchange) presided. After a lengthened discussion, a resolution was passed expressing profound indignation with the conduct of the committee of management, in respect of the unsatisfactory manner in which the bi-monthly accounts have been submitted.

**MINING IN WALES.**—THE BRYN YSTWYTH MINE.—As will be seen by the advertisement which appears in another column, the directors have announced that the subscription list will be closed on Wednesday. As the shares already applied for considerably exceed the number originally proposed to be issued, active operations have been commenced. Tributaries have gone to work at remunerative prices, and the driving of the great adit is being rapidly proceeded with—the ground is found much easier than anticipated. The most confident opinions are expressed as to the success of this enterprise.

**THE CWM DARREN SILVER-LEAD MINES.**—We understand that a party of gentlemen from London are about to visit Cardiganshire, in order to meet some gentlemen of position in the neighbourhood, for the purpose of introducing capital to give a fresh start to these famous old mines. Although they are old, and of large extent along the surface, they have only been worked to a comparatively small depth, but when fairly opened there is little doubt of their proving to be a great property.

At the Parkesine Company meeting, on Wednesday, a resolution was passed for voluntarily winding-up the company. Mr. Charles A. Harrison (of the firm of Laundry, Harrison, and Harris) was appointed liquidator.

### The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, AUG. 14, 1868.

COPPER.				IRON.				Per ton.	
Best selected, ton	80	0	8 1/2	Bars Welsh, in London	6	7	6	—	—
Tough cake and tile	73	0	0	Ditto, to arrive	6	5	0	—	—
Sheathing & sheets	78	0	0	Nail rods	6	15	0	7	0
Bolts	80	0	0	Staffs, in London	7	10	0	8	10
Bottoms	83	0	0	Bars ditto	7	5	0	9	10
Old (Exchange)	68	0	0	Hoops ditto	8	2	6	9	15
Burra Burra	80	0	0	Sheets, single	9	0	0	11	0
Wire, per lb.	0	10 1/2	—	Pig No. 1, in Wales	13	5	0	4	5
Tubes	0	11 1/2	—	Refined metal, ditto	4	0	0	5	0
BRASS.				IRON.				Per ton.	
Sheets	per lb.	7 3/4	8 1/4	Bars, common ditto	5	12	6	5	15
Wire	"	8 1/4	—	Do. mch. Tynor Tees	6	10	0	—	—
Tubes	"	10 1/4	—	Do. railway, in Wales	17	6	0	6	0
Yellow Metal Sheath. p. lb.	6 1/4	—	—	Do., Swed. in London	9	17	6	10	2
Sheets	per lb.	6 1/4	—	To arrive	10	0	10	2	6
SPELTER.				IRON.				Per ton.	
Foreign on the spot	£20	2	6	Pig No. 1, in Clyde	2	13	0	2	16
to arrive	"	2	6	Do. f.o.b. Tynor Tees	2	9	6	—	—
ZINC.				IRON.				Per ton.	
In sheets	£25	0	0	Do. Nos. 3, 4, f.o.b. do.	2	6	2	—	—
TIN.				IRON.				Per ton.	
English blocks	per ton	96	0	Railway chairs	5	10	0	15	0
Do., bars (in barrels)	per ton	97	0	spikes	11	0	12	0	0
Do., refined	per ton	98	0	Indian Charcoal Pigs,	in London, p. ton.	7	0	0	7
Banca	per ton	94	0	in London, p. ton.	7	0	0	7	10
Straits	per ton	93	0	STEEL.				Per ton.	
TIN-PLATES.*				STEEL.				Per ton.	
IC Charcoal, 1st qua.	per box.	5	6	Swed., in kegs (rolled)	14	5	0	—	—
IX Ditto, 1st quality	per box.	11	6	(hammered)	14	15	0	5	0
IC Ditto, 2d quality.	per box.	4	6	Ditto, in faggots	16	0	—	—	—
IX Ditto, 2d quality.	per box.	10	6	English, spring	17	0	23	0	0
IC Coke	per box.	2	6	QUICKSILVER (p. bottle)	6	17	0	—	—
IX Ditto	per box.	1	6	LEAD.				Per ton.	
Canada plates, p. ton	13	10	0	English Pig, com.	18	17	6	—	—
Ditto, at works	12	10	0	Ditto, L.B.	19	0	0	—	—
* At the works. Is. to 1s. 6d. per box less.				Ditto, W.B.	21	5	0	—	—
				Ditto, sheet	19	17	6	20	5
				Ditto, red lead	20	0	20	10	0
				Ditto, white	27	0	30	0	0
				Ditto, patent shot	22	10	0	—	—
				Spanish	18	5	18	10	0

\* At the works, 1s. to 1s. 6d. per box less.

**REMARKS.**—Quietness still remains the chief characteristic of the Metal Market, and we fear that for a week or two to come it will still be found to remain in a condition of dullness. The advices from India continue by no means of a favourable character, and the orders are comparatively very small, and this state of things acts prejudicially upon the market, and is calculated to prevent a return to greater activity. It is, however, to be hoped that an improvement will take place in the Indian demand, and that orders will come in much more satisfactorily. The present low prices of metals now ruling appear gradually to be inducing parties to enter into transactions, and the enquiries that are now abroad lead to the hope that a considerable amount of business may shortly be done. There is no doubt that the present time is, in many respects, most advantageous for making purchases of metals, as there cannot be a question that as soon as a more active demand springs up, and orders become more numerous, prices will be sure to rise, and when once an advance is established it is very unlikely that we shall again see prices at their present low position for many years to come. The Money Market also still continuing to remain so easy renders much facility in carrying out commercial operations; but already an advance in the Bank rate is being rumoured, and although it may not take place yet, still as business improves we shall be sure to find the rate of interest improving also, and when this is the case the present advantages will be, of course, much lessened, and the prospect of future profit not so great as at the present time. We shall, therefore, be glad to see the facilities now presented more generally taken advantage of.

**COPPER.**—The market, though quiet, is somewhat steadier than it was, and there appears to be rather less disposition to sell at the prices at which business had been previously done. Wallaroo is in rather better demand, and sales have taken place at 79s. to 79½s. 10s. cash. Chili bar has been sold at 67½s. 10s.

**IRON.**—In Staffordshire moderate orders are being received from most of the principal foreign markets, and the home demand is tolerably good. Most of the works are now pretty well employed. Two finished ironworks in the Dudley district, which have been closed for a considerable time, are being re-opened, and there is some talk of starting others of the many now standing. In Welsh the change in the weather will enable operations to be carried on with more regularity at the works. The orders on the books are still small, but there are not wanting indications that a better demand is gradually springing up. Clearances on American account are considerable, chiefly for New York, Baltimore, and New Orleans. The enquiry from the Continent has slightly improved, but the contracts offered are, as a rule, small. Russian requirements keep without change. The improved feeling in the home trade is fully sustained, and buyers are not so backward as they were in entering fresh engagements. In Swedish iron a good business is still doing, and prices are well maintained. In Scotch pig-iron the market has been very quiet, and prices have undergone very little change, the price still remaining at 52s. 6d. cash.

**LEAD.**—A little better business has been done during the week, especially for the United States; prices, however, have not altered.

**TIN.**—The market for Straits has somewhat improved, and prices have become rather better. Business early in the week was done at 92½s. 10s. cash, and more recently at 92½s. 10s. to 93s. cash, and 93½s. 10s. for arrival, which may now be considered the quotation.

**SPELTER.**—The demand for this metal continues very small, and transactions are very trifling. A small parcel of common on the spot has been sold at 20½s. 6d.

**TIN-PLATES.**—Coke qualities command a better sale.

**STEEL.**—Very little enquiry exists.

**QUICKSILVER.**—A moderate amount of business only doing.

The dealers have been busy settling the fortnightly account in the MINING SHARE MARKET this week, and there is not much change to notice in the prices of shares generally, nor in the amount of business transacted. The shares mostly dealt in have been Prince of Wales, Chontales, West Chiverton, Chiverton Moor, Yudanamutana, West Frances, Great Retallack, Marke Valley, and a few others. The standard has advanced 1½. Yudanamutana shares, in which a large amount of business has been transacted since the receipt, a month ago, of the telegram commencing "one of the finest discoveries the world ever saw," and which caused the shares to rise from 2½s. to 6½s., declined on Monday, on receipt of the Australian mail, without any confirmation of the telegram, to 3½s.; it was explained, however, that the date of the report by the present mail was June 13, and that of the telegram from Pont de Galle July 14, so that it was impossible for the present mail to confirm news of a discovery said to be made after it had sailed. Upon this shares rose again to 4½s. 5d., and leave off 4½s. 5d. Bedford Consols, ½ to ½; Bedford United, 1½ to 1½; Chiverton Moor, 6½ to 6½; Clifford, 20s. to 30s. Prince of Wales shares rose to 39s. on Tuesday, and on Thursday declined to 34s. 36s.; on Friday they opened in great demand, at 1½ to 1½, and leave off 35s. to 37s.; the 65 east is in the cross-course referred to last week; the 55 west is worth 15s. per fm.; in the 45 west what is supposed to be a new lode has been met with, worth 15s. per fm.; it is 2½ ft. wide, underlying 2 ft. in a fathom, and should it continue the same underlie it will be 5 fathoms south of the present workings in the 65. Whether this should prove a new lode altogether, or a branch of the old one, it will be very important if it continues productive; and there are one or two points to come off next week, the chief being the 65, east of cross-course. Cook's Kitchen, 10 to 11; Devon Great Consols, 410 to 420; Drake Walls, ½ to ½; East Basset, 10 to 11; East Lovell, 6½ to 7½; East Whel Grenville, 28s. to 30s.; Frontino and Bolivia, 13s. to 15s.; Great Laxey, 17 to 17½.

Chontales, 1½ to 2½; the advices state that the stamps had been idle from June 4 to June 20, in consequence of re-fixing Consuelo tramway. Since that period the 12 heads had worked well, and from 40 to 50 tons of stuff sent daily to the stamps at a reduced cost. The remittance is 253 ozs. of gold, and the mines look well for a regular supply of stuff for July. From Javali the advices are satisfactory, and 200 ozs. of gold remitted. West Seton, 170 to 175; at the meeting, held on Tuesday, the accounts showed a profit of 217½s. 11s. 10d. in the two months, and a dividend of 5½s. per share (2000l.) was declared,

leaving 133½s. in hand. The ore sold, and to be credited next account, in October, realised 5205½s. 9s. 10d. Great Retallack, 3½ to 3½; Great Wheal Vor, 14 to 15; Herodsfoot, 35 to 40; Marke Valley, 7½ to 7½; New Lovell, 17s. 6d. to 20s.; North Roskear, 14 to 16. Wheal Buller, 7 to 8; a call of 1½s. per share was made at the meeting, when the accounts showed a balance against the company of 602½s. 19s. Hocking's shaft is down 5 fms. under the 80, and the lode improving every foot; and great results are looked for at the junction of Wheal Buller main lode and Stevens's lode. North Treskerby, 8s. to 10s.; at the meeting the accounts showed a loss on two months' working of 649½s. 10s. 2d., and a balance against the mine to the end of June of 192½s. 9d. No call was made, as it was thought best by those at the meeting to defer it until the next account, as in the interim some very important changes for the better, they thought, may render the making a call unnecessary. Providence Mines, 21 to 23; South Frances, 17 to 19; West Caradon, 5 to 6; West Chiverton, 60 to 61; West Drake Walls, 6s. to 8s.; West Frances shares have advanced from 29 to 31.

Great North Laxey, ½ to ½; the directors have made a call of 2s. 6d. per share, and the report shows an important change in the mine; 5 fathoms below the 96 a heavy feed of water, rising from the extreme bottom, was met with; and by sinking 4 fathoms deeper—106 fathoms—it was found the lode had changed its underlie from west to east, the latter being the underlie of the lode in Great Laxey, so that this change in North Laxey is considered important, especially as the mine will soon be getting to the depth where Great Laxey became rich. The 96 fathom level in Great North Laxey is worth ½ to 1 ton of lead per fm.; a winze above, 1 to 1½ ton. There are 20 tons of lead raised, and the present ore will yield about 10 tons of lead per month. Wheal Chiverton, 15s. to 20s.; Wheal Emily Henrietta, 31 to 33; Wheal Mary Ann, 19 to 20; Wheal Trelawny, 8 to 9. East Caradon, 2½ to 2½; the 90 east, on caunter lode, is worth 12s. per fathom; the south lode, 8s. per fathom; Childs' lode, in the 70 west, 15s. per fathom. Wheal Seton, 50 to 55; at the meeting, held on Monday, the accounts showed a profit on two months of 9½s. 19s. 2d., and a balance in hand of 1743½s. 11d. Altogether 2594½s. have been charged towards the new erections at Tregoning's shaft, where the engine has been at work about five weeks.

The Market for Mine Shares on the Stock Exchange during the week has been rather flat, and prices have tended downwards. Chontales shares have not fluctuated much on the mail news, and prices slightly weaker—say, 2 to 2½. The advices are favourable, the accident to the manager being the exception, and which alone produced the depression. Don Pedro, 2½ to 2½, and showing a considerable fall. The last returns for the last portion of a month showing a diminution. Rossa Grande shares are ½ to ½ prem. Port Phillip, 1½ to 1½. Yudanamutana shares have fluctuated considerably, falling from 6 to 3½, and subsequently rallied to 5, closing at 4½ to 4½. Anglo-Brazilian, 1-16th dis. to 1-16th prem.; Pestarena, 1 to 1½ dis.; St. John del Rey, 19½ to 20; Capula, 2 to 2½.—In British Mines there has been a moderate demand for Great Laxey shares at 16½ to 17½. Great Wheal Vor, 14 to 15. West Chiverton, 60 to 62; the mine has been inspected for a large shareholder, and favourably reported on. Chiverton, ½ to 1½; Chiverton Moor, 6½ to 6½; Prince of Wales, 32s. 6d. to 37s. 6d.; Glan Alun, 6s. 6d. to 7s. 6d., and favourably reported on. Minera, 165 to 175; a dividend of 6½s. per share has been declared. Great Rhosmor, 4½ to 5.

**IRISH MINE SHARE MARKET.**—Nearly all public securities have, for the last few days, evinced a tendency to lower prices, and the share market is, consequently, unusually inactive. The only exception to a general depression is the shares of the few home mines which are dealt in on our Stock Exchange. Mining Company of Ireland shares (7½ paid), which we last week said might be procured at 15½s., closed on Saturday last even lower, there having been but very little business done on that day, but they speedily recovered, and have since that repeatedly changed hands at the last-mentioned price, and have finally gone up to 15½s. 17s. 6d. for cash, and 16½s. for account, closing firm, showing an advance of from 2s. 6d. to 5s. per share. Wicklow Copper shares (2½s. paid) are also better, having risen from 12½s. 12s. 6d. to 12½s. 17s. 6d. in cash transactions, leaving off in request. Connoree shares may be quoted unofficially at 5s. per share, sellers, and 4s. 6d., buyers. Cape Copper shares were done last Friday week at 12½s. 5s., and have not been in great demand since that.

George Dedrickson, the late secretary to the Connoree Mining Company (Limited) was brought up on Thursday before the Commission of Oyer and Terminer—Judges, the Chief Justice Monahan, and Mr. Justice O'Brien—to answer the charge of misappropriation of the company's funds, to which he pleaded "Not guilty." The case not being concluded when our correspondent's letter was made up, we defer further particulars of the proceedings, which tend to show that whatever part Dedrickson may or may not have taken in the defalcations alleged to have been suffered by the company, he has, to a certain extent, been made the dupe of Mackie, at the time one of the most active directors, and of whom the last has been heard, by one of his former colleagues, that he, Mackie, wrote from Panama on his way to New Zealand.

An association of peculiar interest to the holders of MEXICAN BONDS, under the auspices of most respectable boards of trustees and directors, is now in process of formation, with the meritorious object of converting 3 per Cent. 1851 Mexican Bonds, at present yielding no interest to the holders, into shares of certain valuable silver mines in Mexico, now in work, with every prospect of returning large dividends to the investors. A just estimate of the proposals made by the association may be formed from a perusal of the reports on their mines, those who have examined the property being thoroughly impressed with the great value of the properties to be dealt with. The mines have been personally inspected and reported upon by two most respectable English mining engineers, and their careful and moderate estimates of their productiveness (computed after development at 25 to 30 per cent. on the capital required, with every probability of much larger returns) are most convincing proofs of their great worth. This consideration has induced the association to secure the properties in connection with the conversion of a million of the before referred to bonds on terms which appear to offer every inducement to the bondholders to make the exchange under one or other of the proposals. The first is for each Mexican Bond of 100l. nominal value, worth to-day 15½s., to be exchanged for a debenture bond, to be issued for 17½s., and bearing interest at the rate of 5 per cent. per annum, such interest to be secured by a first charge on the mines. One-third of the bonds to be drawn for repayment in the years 1874, 1876, and 1878, at a price not below 17, nor above 21—that is to say, if the bonds go to 10½s., or below, then the bondholder shall receive 17½s., and if they go above 20½s. then he receives 21½s.; the repayment to be speedily provided for by a sinking fund. By the second proposal the Mexican Bonds of 100l. nominal value, worth to-day 15½s., will be exchanged for a preference share of 25½s. each, fully paid up, bearing 5 per cent. interest per annum, and one-third of the surplus profits of the mines in perpetuity. It is considered that properties offering the same inducements as those proposed to be worked have seldom come before the public, and that, therefore, they may be recommended to the consideration of those bondholders who have bonds to dispose of.

The AUSTRALASIAN EXTRACT OF MEAT AND CATTLE COMPANY, with a capital of 100,000l., in shares of 2½s. each, has been incorporated for the purpose of carrying on in Australia a business similar to that which has been so successfully and profitably established in South America under the auspices of Prof. Liebig. With regard to Australia, the colonists have for a long time felt the utmost difficulty as to what to do with their numerous herds of cattle in the absence of any available market. It is estimated that as the occupation of the country by stock extends so rapidly, even with an uncertain market, a much greater impetus will be given when capitalists are assured of an available market, such as the establishment of undertakings similar to this would secure. Upon the assumption that 15,000 head of cattle will be slaughtered annually, it is shown that whilst the outlay would not exceed 82,075l., the revenue obtained from tallow, hides, tongues, horns, bones, oil, and extract of meat (the latter taken at nearly 20 per cent. below present prices, to allow for possible, though not probable, fall in price) would amount to 187,500l., leaving a net profit of 105,425l., or sufficient to return from



100 to 150 per cent. per annum. Two establishments have already been started—one in Queensland, and the other in New South Wales, both of which are known to be highly remunerative, yet they are totally inadequate to effect, in the slightest appreciable degree, the surplus number of the cattle of the districts in which they are situated. That Northern Australia is at present unoccupied is attributed to the want of profitable means of disposing of the stock for the rearing of which it is so admirably adapted, hence the obviously incalculable benefits that cannot fail to attend the introduction of this undertaking. At first, the directors do not intend to sink large sums in land for stations in Australia (where it is sold at quite a nominal price if cultivated), they will, no doubt, ultimately become possessed of considerable estates, the value of which will be continually increasing. The number of Australian industrial and commercial undertakings carried on with English capital, and the very satisfactory dividends—6 per cent. to 20 per cent. per annum—go far to support the directors in their most sanguine expectations.

At the Swansea Ticketing, on Tuesday, 1886 tons of ore were sold, realising 12,447.19s. The particulars of the sale were:—Average standard for 9 per cent. produce, 89.9s.; average produce, 10.1; average price per ton, 6.12s. 6d.; quantity of fine copper, 190 tons 19 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
July 14..	2902	89.1	10.1	6.12	10.1	269 7 0
21..	1340	89.1	10.1	6.12	10.1	66 0 0
Aug. 11..	1886	89.1	10.1	6.12	10.1	65 0 0

Compared with last week's sale, the decline has been in the standard 8s., and in the price per ton of ore about 1s. Compared with the corresponding sale of last month, the decline has been in the standard 2.5s. 6d., and in the price per ton of ore about 4s.

At Redruth Ticketing, on Thursday, 2318 tons of ore were sold, realising 8042.5s. 6d. The particulars of the sale were:—Average standard, 105.7. 14s.; average produce, 5.3; average price per ton, 3.9s. 6d.; quantity of fine copper, 136 tons 8 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
July 9..	1482	105.7	5.3	3.9	5.3	261 11 6
23..	2318	105.7	5.3	3.9	5.3	61 14 0
30..	2113	105.7	5.3	3.9	5.3	60 13 6
Aug. 6..	3093	105.7	5.3	3.9	5.3	58 15 0
13..	2318	105.7	5.3	3.9	5.3	59 0 0

Compared with last week's sale, the advance has been in the standard 1.7s., and in the price per ton of ore about 1s. 2d. Compared with the corresponding sale of last month, the decline has been in the standard 2.10s., and in the price per ton of ore about 3s.

At Dolcoath Mine meeting, on Monday, the accounts for May and June show—

	£	s.	d.
Tutwork and surface labour	2561	10	6
Cost and wages	1287	8	6
Tribute due to the mine	2191	13	5
Merchants' bills, &c.	13	19	3
Vice-Warden's assessment	13	19	3
Profit	1436	7	4
<b>Total</b>	<b>4849</b>	<b>10</b>	<b>0</b>

Aug. 10—Dividend of 4d. per 1.35th share £1432 0 0  
Balance 324 12 4  
**Total** £1756 12 4

The agents' report is among the Mining Correspondence.

At West Wheal Seton meeting, on Tuesday, the accounts showed a credit balance of 333.13s. A dividend of 2000. (5d. per share) was declared, and 133.13s. carried to credit of next account.

At North Grambler Mine meeting, on Aug. 8, the accounts showed a debit balance of 205.15s. 2d. A call of 6s. 6d. per share was made. Considering the depression of the mining interest, application is to be made to the lords of the mine for a reduction on the dues during pleasure, and that the pursers be requested to communicate with the lords on the subject." Capt. W. Pascoe says:—"We have ten pitches working on tribute for tin and copper, varying from 6s. 8d. to 12s. 11d."

At Frank Mills Mine meeting, on August 6, the committee "are pleased at the result of the three months' working; and the accounts show that after including six months' bankers' charges, and a new rope, the balance of 321.16s. 3d. that existed against the mine at the last meeting has been cleared; there is now a balance in favour of the mine of 15.13s. 6d.; and they fully expect corresponding results during the ensuing quarter." Capt. J. P. Nicholls, J. Cornish, and P. Cornish say:—"We have 10 pitches working by 24 men, at tribute varying from 11.10s. to 5s. per ton; this department has improved since the last meeting. In conclusion, we are pleased to inform you that the mine in general is looking better, and our future prospects are more cheering than for some time past, and our dressing also is in a very forward state for the next sampling, notwithstanding our being short of water and dressing power. All the machinery, and the mine throughout generally, is in good repair, and in very efficient working condition. The number of hands at present employed is 172."

At North Trekerby Mine meeting, on Aug. 4, the accounts for May and June showed a loss on the working of 649.12s. 2d., and a debit balance of 462.7s. 9d. The accounts announced the following proposed reduction in present salaries:—For the purser and clerk, from 11.11s. to 8s. 6d. per month; Capt. Pryor from 5.10s. to 3.10s. per month; Capt. J. Tregoning from 9.10s. to 7.10s. per month; Capt. T. Jenkin from 8.10s. to 6.10s. per month. In consequence of the poverty of the mine, the lords are to be petitioned to give up the dues for one year from the end of July, and that the purser and manager be requested to wait upon the lords at their next court for the purpose of getting their consent, or otherwise, to the same. Capt. R. Pryor, J. Tregoning, and T. Jenkin say:—"The new ground added to our set is of great value, and is very necessary that we put down a new shaft in advance of all our present workings, just in the bunch of gossan referred to in our former reports, and by doing so we are of opinion that good shallow bunches of ore will be opened up."

At North Wheel Chiverton meeting, on Thursday (Mr. G. Noakes, F.G.S., in the chair), the accounts showed a credit balance of 895. The reports and accounts were received and adopted. Details in another column.

At Wheal Crebor general meeting, on Thursday, the accounts showed an excess of liabilities of 281.12s. 6d. A call of 1s. per share was made.

At the Worthing Mining Company meeting, on Monday (Mr. Cyrus Legg in the chair), the shareholders were informed that the general prospects of the mine had much improved. Details in another column.

**COAL MARKET.**—The arrivals this week number 90 ships. Business in house coals has been less active, and prices have declined 3d. per ton. Hartley's have remained steady at last quotations. Hetton Wallsend, 18s. 9d.; Haswell Wallsend, 18s. 6d.; Hartlepool Wallsend, 17s. 3d.; Braddell's Wallsend, 16s. 6d.; Tees Wallsend, 17s. 6d.; Kellow Wallsend, 16s.; Wharfedale Wallsend, 15s. 6d. Unsold, 9 cargoes: 35 ships at sea.

**THE COPPER TRADE.**—Messrs. Vivian, Younger, and Bond (Aug. 14) write—On Saturday telegrams were received, via New York, from Valparaiso, advising charters of copper produce for the second half of the month of June, to the extent of 2000 tons of fine. Rumours having been current that about double that quantity would be chartered, the downward movement has been arrested, and some business in Chili has immediately taken place. The transactions comprise 360 tons of lots, and good brands, the whole at 67.10s., which price has since been refused. A cargo of 700 tons of regulus was taken at 13s. 6d. per unit. In English transactions have been unimportant, but cheap second-hand parcels are now seldom to be met with. The principal business in fine foreign has been in Wallaroo, a considerable quantity of which has fetched 79.10s. cash, up to 80.10s., with extra prompt. The market for copper casks with a firm appearance, and very moderate buying would strengthen prices.

The Bank of England return for the week ending on Wednesday evening showed in the ISSUE DEPARTMENT a decrease in the "notes issued" of 687,375.10s. which is represented by a corresponding decrease in the "coin and bullion" on the other side of the account. In the BANKING DEPARTMENT there is shown a decrease in the "public deposits" of 290,251.10s., and in the "other deposits" of 460,700.10s.; together, 750,951.10s.; an increase in the "seven day and other bills" of 62,708.10s., and in the "current" of 492.10s.; together, 63,200.10s. On the other side of the account there is a decrease in the "Government securities" of 400,171.10s., and in the "other securities" of 142,650.10s.—542,821.10s., which gives a total decrease in the reserve of 141,139.10s.

## BRYNSTWTH LEAD MINING COMPANY (LIMITED).

Capital £15,000.

Deposit upon application, 10s. per share; and upon allotment, 10s. per share. Only a very limited number of shares remain for subscription; the SHARE LIST will, therefore, be CLOSED on WEDNESDAY, August 19. Prospectuses can be obtained on application to Messrs. Ross and Co., 26, Nicholas-lane, Lombard-street, London.

By order. W. WARD, Secretary (pro tem.)

**MR. J. N. MAUGHAN, STOCK AND SHAREBROKER**  
(Member of the Stock Exchange).  
No. 2, COLLINGWOOD STREET, NEWCASTLE-ON-TYNE.  
Transacts business in Railways, Funds, and every description of Mines.  
Bankers: Messrs. Lambton and Co.

**MR. THOMAS THOMAS, ASSAYER, &c.,**  
COPPER ORE WHARVES, SWANSEA.

## IN THE MATTER OF THE COMPANIES ACTS, 1862 AND 1867, AND IN THE MATTER OF THE OPORTO MINING COMPANY (LIMITED).

**THE CREDITORS OF THE ABOVE-NAMED COMPANY ARE REQUIRED** on or before the 1st day of October, 1868, to SEND THEIR NAMES AND ADDRESSES, and the PARTICULARS of THEIR DEBTS or CLAIMS, and the names and addresses of their solicitors, if any, to Mr. EDWARD ADDIS (Addis and Harris), No. 25, Old Jewry, in the City of London, the Official Liquidator of the said company, and, if so required by notice in writing from the said Official Liquidator, are by their solicitors to COME IN and PROVE THEIR SAID DEBTS OR CLAIMS at the Chambers of the Vice-Chancellor Sir RICHARD MALINS, No. 3, Stone-buildings, Lincoln's Inn, in the County of Middlesex, at such time as shall be specified in such notice, or, in default thereof, they will be EXCLUDED from the BENEFIT of ANY DISTRIBUTION made before such debts are proved. Saturday, the 7th day of November, 1868, at Twelve o'clock at noon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims.

J. A. BUCKLEY, Chief Clerk.  
GRAY, JOHNSTON, AND MOUNSEY, 5, Raymond's-buildings, Gray's Inn, London (Solicitors for the Official Liquidator).  
Dated this 7th day of August, 1868.

## IN LIQUIDATION.

**THE MINERA RAGMAN MINING COMPANY (LIMITED).**  
TENDERS ARE INVITED FOR THE MACHINERY, PLANT, MATERIALS, &c., at the above mine, and for such INTEREST as the company may have therein. Particulars can be obtained on application to Mr. HUGHES, at his office, 3, Temple-row, Wrexham.  
Tenders to be sent on or before 27th day of August, 1868, addressed to the undersigned, the solicitor for the liquidator. The lowest or any tender will not necessarily be accepted.  
JOHN EASTHAM, Solicitor, Clitheroe, Clitheroe, 7th August, 1868.

**THOMAS HANCOCK, DECEASED.**—PURSUANT to the Act of Parliament, 22 and 23 Victoria, chapter 35, intitled "An Act to further Amend the Law of Real Property, and to Relieve Trustees," notice is hereby given, that ALL PERSONS having ANY CLAIM AGAINST THE ESTATE OF THOMAS HANCOCK, late of No. 1, Charlotte-row, Mansion House, in the City of London, and of No. 1, Alexandra-villas, Eltham-road, in the County of Kent, Esq., who died on the 4th day of June last, and whose will was proved in the principal Registry of Her Majesty's Court of Probate on the 10th day of July last, by ELIZABETH BUTLER HANCOCK, widow, and GEORGE GILLHAM, the Executors named in the said will, are hereby REQUIRED TO SEND PARTICULARS OF THEIR CLAIMS to us, the undersigned solicitors, on or before the 1st day of October next, after which date the Executors will proceed to distribute the assets of the said deceased for the benefit of the parties entitled thereto, having regard only to the debts, claims, and liabilities, of which they shall then have had notice. And all persons owing monies to, or having effects of the estate of the said deceased, are hereby required to pay, or deliver the same, to the said Solicitors for the Executors.  
PATTISON, WIGG, GURNEY, AND KING, 50, Lombard-street, London (Solicitors to the Executors).  
Dated the 8th day of August, 1868.

**CASHIER AND BOOKKEEPER WANTED.**—REQUIRED, A PERSON OF EXPERIENCE AND ABILITY, whose character will bear the strictest investigation, and prepared to give security, if required, to TAKE CHARGE OF THE AFFAIRS OF A MINING COMPANY IN CENTRAL AMERICA. Apply personally, with testimonials, to the Secretary, Central American Association (Limited), Westminster Chambers, Victoria-street. Would be required to sail by the steamer of the 17th of September from Southampton.

**WANTED, A Gentleman of good education, high character, and great intelligence, practically versed in the most recent PROCESSES OF THE MANUFACTURE OF IRON AND STEEL, TO CONDUCT WORKS OF that nature on a large scale in the NORTH OF ENGLAND.** A liberal salary will be given, and the highest references will be required. Written applications to be made to "B," care of Messrs. Reynell and Co., Advertising Agents, No. 44, Chancery-lane, London, W.C.

**WANTED, A SITUATION AS LAND AND MINERAL SURVEYOR.** Testimonials, &c., on application to "H. J.," Mining Journal Office, 26, Fleet-street, London, E.C.

**WANTED, FOR COPPER AND IRON MINES AND WORKS ON THE CONTINENT, AN EXPERIENCED AND COMPETENT MANAGER,** who understands COPPER AND IRON MINING AND SMELTING, and possesses a general knowledge of the trade. It is absolutely necessary that he should speak French or German fluently. Apply, by letter only, enclosing statement of qualifications and references, to "H. F. B.," care of Julian H. Toime, Esq., 1, Victoria-street, Westminster, S.W.

**WANTED, FOUR THOUSAND POUNDS, upon SECURITY** of an EXCELLENT COLONIAL COLLIERY. Apply, with real name and address, to J. H. HOWARD, Esq., solicitor, 9, Quality-court, Chancery-lane.

**A PRACTICAL ENGINEER,** lately returned from abroad, is OPEN TO AN ENGAGEMENT TO PROCEED TO EITHER NORTH OR SOUTH AMERICA OR THE EAST INDIES. Age 28. Thoroughly understands the construction of, and can erect and manage, any kind of steam-engine, hydraulic mine machinery, ore-crushing mills, &c. Address, "Engineer," care of T. D. Hulme, Lawton-street, Congleton, Cheshire.

**TO CAPITALISTS.**—The Proprietor of the TENDE SILVER-LEAD MINE, situated in the province of CUNEO, requires a CAPITALIST OR COMPANY TO WORK the said mine upon royalty.  
For particulars, apply to Mr. SEBASTIEN GRANDI, No. 1, rue des Ponchères, Nice, France.

**TO INVESTORS IN SLATE QUARRIES.**—TO BE DISPOSED OF, a very promising SLATE QUARRY, at FESTINOG. The property, which is over 300 acres of land, contains TWO VEINS OF SLATE, and situated within a mile to a railway station.  
For further information, apply to Mr. HUGH JONES, Queen's Hotel, Blaenau, Festinog, via Carnarvon, where also samples of the slates are to be seen.

**CHINA-STONE QUARRY, in the ST. STEPHENS DISTRICT, CORNWALL, FOR SALE.**  
Address, "C. S. Q.," Post Office, Bodmin, Cornwall.

**CHINA CLAY, DEVON.**—SEVERAL CLAY SETTS in the neighbourhood of PLYMOUTH, near railway and water carriage, TO BE GRANTED TO RESPONSIBLE PARTIES.  
Apply to C. L. RADCLIFFE, Solicitor, Plymouth.

**IMPORTANT MINING PROPERTY FOR SALE IN RHENISH PRUSSIA.**—A BLENDE MINE, giving 3 to 4 tons of blende per fathom; a COPPER MINE, averaging 14 per cent. of copper; and THREE LEAD MINES, with 65 per cent. of lead.  
Apply for particulars, to O. J. YOUNGHUSAND, Esq., Wiehl, Kreis Gummertsbach, near Cologne, Prussia.

**IN THE TOWER FOUNDRY IS THE TYNE DEPOT FOR MACHINERY** of every description for WOOD AND IRONSTONE, CORN-CRUSHING, and PUG MILLS. Also, AGRICULTURAL IMPLEMENTS.

PROPRIETOR, G. HARLE, JUN.,  
No. 49, MAPLE STREET, NEWCASTLE.  
PURCHASERS OF PORTABLE ENGINES AND STEAM CRANES will do well to ask G. HARLE's price for the same.

**YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA (LIMITED).**  
REGISTERED OFFICES, 1, CHARLOTTE ROW, MANSION HOUSE, E.C., LONDON, AUGUST 12, 1868.

**NOTICE OF REMOVAL.**—THE BUSINESS OF THE YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA (LIMITED) will, on and after MONDAY next, the 17th instant, be REMOVED TO THE NEW OFFICES,  
No. 66, CANNON STREET, E.C.  
R. LOCK, Secretary.

**THE PERUVIAN MINERAL COMPANY (LIMITED).**  
Notice is hereby given that an EXTRAORDINARY GENERAL MEETING of the shareholders in this company will be HELD at the company's offices, No. 25, Old Jewry, London, on THURSDAY, the 3rd day of September next, at two o'clock precisely.  
N.B.—Shareholders to obtain admission must produce their share warrants.  
By order. JOHN JAMES HARRIS, Secretary.  
14th day of August, 1868.

**THE GREAT REPUBLIC GOLD AND SILVER MINING COMPANY OF VIRGINIA.**—A MEETING OF THE BONDHOLDERS of this company WILL TAKE PLACE, at 25, Poultry, E.C., on WEDNESDAY, the 19th day of August, 1868, at Two o'clock in the afternoon. Bonds can be registered until the 18th instant.

Royal Cornwall Polytechnic Society.

**ROYAL CORNWALL POLYTECHNIC SOCIETY.**—THE THIRTY-SIXTH ANNUAL EXHIBITION of this Society will be OPENED at the POLYTECHNIC HALL, FALMOUTH, on TUESDAY, the 29th of September next.  
Medals, Prizes, and Premiums will be awarded in the following departments:—Mechanical, Naval, Architecture, Professional and Amateur Fine Arts, Photography, Natural History, School Productions, Needle-work, Statistical Essays, and Scientific Papers, &c., &c.  
For further particulars and rules and regulations for exhibiting and competition, application should be made to—  
W. P. DYMOND, } Hon. Secretaries.  
A. L. FOX, }  
Polytechnic Hall, Falmouth, August 3, 1868.

## MOSQUITO LAND SECURITIES—WANTED TO PURCHASE.

Certificates of award to "R. O.," Post Office, Rotterdam, Holland.

With this week's Journal we give a SUPPLEMENTAL SHEET, which contains the Proceedings of the South Wales Institute of Engineers—A Geological Society, Museum, and Mining School for Miners—Formation of Gold Nuggets in Auriferous Drifts—Mining in Australasia: Monthly Summary—Foreign Mining and Metallurgy—Mining in Nevada—Foreign Mines: Reports from the Capula; Alamillos; Fortuna; Linares; Pontgibaud; Cape Copper, and West Canada Mining Companies—New Steam and Compressed-Air Engine (illustrated), &c.

LEAD ORES.					
Date.	Mines.	Tons.	Price per ton.	Purchasers.	
Aug. 7—	Great Laxey	100	22 7 6	Panther Lead Co.	
	—Cargoll	40 1/2	15 14 0	Trefry Estate.	
	—ditto	40 1/2	15 14 0	R. Michell.	
10—	Frongoch	75	10 12 6	Panther Lead Co.	
	—ditto	75	10 12 6	Runcorn Smelting Co.	
	—East Darren	75	15 10 6	ditto	
	—Cwm Eryn	45	15 7 6	ditto	
11—	Maes-y-Safn	40	12 1 6	Walker, Parker, & Co.	
	—ditto	40	12 1 6	ditto	
	—ditto	17 1/2	12 1 6	ditto	
	—ditto	17 1/2	12 1 6	Adam Eytton.	
13—	Foxdale	100	22 5 0	Michell and Son.	
	—Talargoch	38 1/2	13 1 6	Walker, Parker, & Co.	
	—ditto	10 1/2	13 11 6	ditto	
	—Bryn Gwlog	27	12 12 6	ditto	
	—Deep Level	30	12 6 6	ditto	
	—Trelogan	19	12 10 6	Adam Eytton.	
	—Holywell Level	50	11 11 6	Walker, Parker, & Co.	
	—Great Rhosmor	57	11 12 6	ditto	
	—Pantyne	9	11 7 6	ditto	
	—Pennant	5 1/2	11 10 0	Adam Eytton.	
	—Speedwell	10	10 12 6	Walker, Parker, & Co.	
	—Wage-laff	12 1/2	11 12 6	Adam Eytton.	
	—Sir Edward	5	11 4 0	ditto	
	—North Henblas	3 1/2	10 10 0	Walker, Parker, & Co.	
	—ditto	3 1/2	5 2 6	Adam Eytton.	
	—North Hendre	10	12 15 6	ditto	
	—Deep Level	4	10 19 0	ditto	
	—Eglwysseg	6	12 15 6	Walker, Parker, & Co.	

BLENDE.					
Date.	Mines.	Tons.	Price per ton.	Purchasers.	
July 29—	Great Laxey	73 1/2	£ 3 13 0	Laxey Neath Co.	
Aug. 12—	Trelogan	150	£ 3 2 6	Kenrick and Son.	

BLACK TIN.					
Date.	Mine.	Ts. c. q. lbs.	Price p. ton.	Amount.	Purchasers.
Aug. 6—	West Godolphin.	4 10 0	18 ..	£56 10 0	£ 254 14 0—Bolitho.

COPPER ORES							
Sampled July 22, and sold at Swansea, Aug. 11.							
Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Moonta	118	7 1/2	£4 4 0	Union Mine	45	2 1/2	£5 8 0
ditto	117	7 1/2	4 5 0	ditto	37	2 1/2	5 13 0
ditto	118	14 1/2	9 15 0	ditto	9	8 1/2	4 11 0
ditto	115	14 1/2	9 14 6	Wallaroo	67	8 1/2	5 2 6
ditto	88	16 1/2	10 10 0	ditto	65	8 1/2	5 1 6
ditto	88	16 1/2	10 10 0	Berehaven	107	9 1/2	5 18 0
ditto	74	6 1/2	4 0 0	Ballycunnisk	48	8 1/2	5 3 6
ditto	73	6 1/2	4 0 0	ditto	3	19 1/2	12 5 6
Knockmahon	131	12 1/2	5 7 6	ditto	2	5 1/2	2 16 6
ditto	99	10	6 12 0	Turkish	19	12 1/2	7 0 0
ditto	96	9 1/2	6 7 6	ditto	7	3	1 5 0
ditto	93	9 1/2	6 8 0	ditto	11	5 1/2	2 18 0
ditto	8	9 1/2	6 8 0	ditto	2	5 1/2	2 18 0
ditto	71	4 1/2	2 15 0	Slag	18	3 1/2	0 11 0
ditto	48	5	2 18 6	Copper Ore	5	16 1/2	10 2 0
Union Mine	50	9 1/2	6 3 0	Arg. Regulus	4	48	30 0 0
ditto	49	9 1/2	6 3 6	Spanish Ore	1	14 1/2	9 0 0

TOTAL PRODUCE.					
Moonta .....	791	£5697 14 6	Turkish .....	39	£ 186 2 0
Knockmahon ....	546	3344 11 6	Slag .....	18	9 18 0
Union Mine.....	190	1432 1 0	Copper Ore .....	5	50 10 0
Wallaroo .....	132	673 5 0	Argentine Reg. ....	4	129 0 0
Berehaven .....	107	633 19 6	Spanish Ore .....	1	9 0 0
Ballycunnisk ..	53	290 17 6			



A LARGE AMOUNT OF MONEY BEING EXPENDED IN ADVERTISING IN WORTHLESS PUBLICATIONS, C. H. MAY will be HAPPY TO AFFORD INFORMATION TO ADVERTISERS in the SELECTION of the BEST and MOST INFLUENTIAL.

### C. H. MAY'S GENERAL ADVERTISING OFFICES.

ESTABLISHED 1846.

ADVERTISEMENTS inserted in all the London, Provincial, Foreign, and Colonial Newspapers.

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### Notices to Correspondents.

\* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

MAGNETIC ORE.—An answer to the following question, through your Journal, will be received with thanks:—  
“Is there a market for Magnetic Ore Pulverised, and what would likely be the value of it?”—A READER.

LUCY PHILLIPS GOLD MINING COMPANY.—As a shareholder in this concern, I have anxiously perused your columns to ascertain what took place at the recent general meeting; but much to my surprise, but still more to my disappointment, no report appears to have been published. Is this remissness on the part of the directors, or negligence of your reporter? From the scant information I have been able to glean as to the character of the proceedings at this unreported meeting, it would seem that the result was anything but satisfactory—in fact, that the facts submitted were most unsatisfactory and prospectively discouraging. Can any shareholder who was present communicate, through your columns, the nature of the details? By doing so he would confer a great favour upon those who, like myself, were unavoidably absent.—AN ANXIOUS SHAREHOLDER.

PERUVIAN MINERAL COMPANY.—Had your correspondent, instead of troubling you with complaints, gone to the offices of the company, he would have been put in possession of all the information received from the company's agent at Iquique. The general meeting, for the postponement of which good reasons can be given, will be held on Sept. 3, as will be seen on reference to your advertising columns.—A DIRECTOR; London, Aug. 12.

BROXFORD MINING COMPANY.—In last week's Journal, reporting the proceedings of the quarterly meeting of this company, a typographical error occurs. You say “that the new shaft met with the main lode at 18 fathoms from surface”—this should have been “at 68 fathoms from surface.”

DEVON GREAT MARIA.—This mine, about 15 months ago, was ordered to be wound-up (voluntarily), and two gentlemen were appointed liquidators. The creditors are said to be few, but they were promised payment in full, as it was alleged ample funds could be raised by calls to pay them. The engine was sold, and the money paid, then why are the creditors not paid? This is an example of voluntary winding-up. Although in the Statutory Court a long time is occupied in closing accounts, it is safer to go there, as justice will be done in the end.—A CREDITOR.

YUDANAMUTANA.—The letter of “J. G.” (Watford) should be forwarded to the directors: it is scarcely adapted for publication.

## THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, AUGUST 15, 1868.

### THE COAL AND COLLIERY INTERESTS IN PARLIAMENT.

Judging from appearances, so far, there is now every prospect of the coal and colliery interest being much stronger and more influential in the next Parliament than ever it has been. It is admitted on nearly all hands that for some years past the House of Commons, acting on the suggestions of amiable and philanthropic gentlemen, who care but little for the ordinary rules of political economy, has taken a rather active part with regard to the regulation of coal mines and miners, endeavouring to reconcile differences which generally can be better adjusted by the parties immediately concerned, and which Acts of Parliament are too often apt to aggravate rather than soften. We may, therefore, expect for the future that practical knowledge will be more actively brought to bear on many important questions relating to mining generally, with a view to permanently improving the relations, as far as possible, between employers and employed. That such will be the case we have very little doubt, seeing that there is now every probability of a great many of the leading men connected with the colliery interest of the whole kingdom being returned to Parliament. The adjusting of differences connected with the workmen, we believe, will also be made much easier, by the fact that the working classes will be largely represented by men who understand their wants and requirements, and who will look at all such matters from a practical point of view, avoiding experimental changes, which cannot be of a lasting character.

At present there are a considerable number of gentlemen connected with the coal and colliery interests, members of the Lower House, who are almost unknown as such, but who will doubtless take a more active part in the discussion of all questions in which they are interested, when they find that they are supported by others holding similar views, and having the same interests at stake. Amongst the members alluded to may be mentioned the Marquis of HARTINGTON and his two brothers, sons of the Duke of DEVONSHIRE, one of the largest coal proprietors in the kingdom, and lessor of the vast fields now being worked in Derbyshire by the Staveley Company. In the same locality we have Mr. JACKSON, the member for North Derbyshire, principal lessee at Clay Cross, which locality supplies London with fully one-tenth of all the coal carried into it by railway, and producing considerably more than 500,000 tons annually. In the adjoining county of Yorkshire, Earl FITZWILLIAM has some very extensive collieries at Elsecar, and the division is represented by his son and heir, Lord MILTON; whilst Mr. E. BAINES, of Leeds, is largely interested in the New Colliery at Denaby, near Mexborough, which is one of the largest, as it is the deepest, pits in Yorkshire. In the same county, if we mistake not, the Home Secretary has a stake in several collieries in the neighbourhood of Leeds and Bradford, the firm being that of HIRD, DAWSON, and HARDY. In Durham, the southern part is represented by Mr. PEASE, a member of the well-known family of “Friends.” In Northumberland, the Hon. H. G. LIDDELL, a member of the RAVENSWORTH family, and Lord H. PERCY, may be said to represent the coal interests of the northern division; and Mr. BEAUMONT (the owner of the principal lead mines in the county) those of the southern division. The minerals of Cumberland are owned by Earl LONSDALE (who is also a colliery owner); there are two members of his family in the House, one for the western division of the county, and one for Westmoreland. Proceeding from the Northern to the Southern and Midland Counties, we may take it that Lord JOHN MANNERS represents the dual house of Rutland, his Grace being a large coal-owner in Derbyshire and Leicestershire. Then there is Mr. PARRY, the Member for Boston, who is a partner in the Stafford Main, one of the principal Silkstone collieries in South Yorkshire, and situate a little more than two miles from Barnsley. Mr. NEWDEGATE we find has a colliery at Nuneaton, whilst the Secretary for War, Sir J. PACKINGTON, has one also at Freystrop, Haverfordwest. In addition to those above given, there are the VIVIANs, CRAWSHAYS, and others of Wales, and the MERRYS, &c., of Scotland, which we have omitted from special notice. In addition to the Members of the Lower House, it may be stated that there are upwards of 70 peers directly interested in the coal mining of the United Kingdom, including, besides those named, the Dukes of NORFOLK, NORTHUMBERLAND, NEWCASTLE, and RUTLAND, the Marquises of BUTE, HASTINGS, &c. Of the members of the trade seeking parliamentary honours, it is likely nearly the whole of them will be returned, and include some of the largest colliery owners and mineral proprietors in the kingdom. Amongst them may be mentioned Mr. GEORGE ELLIOT, the well-known mining engineer and extensive colliery owner, who seeks the suffrages of the electors of South Durham, in which division he is largely connected, and Mr. BELL, who tries the northern part of the same county. For the new constituency of Middlesbrough Mr. BOLCKOW will be returned, as he deserves to be, seeing that he is one of the principal founders of the town, the first house in which is scarcely 30 years old. The firm to which he belonged is now merged into a limited company, having pits at Darlington and Auckland, with at least some nine or ten blast-furnaces, 150 puddling-furnaces, and about a dozen rolling-mills. In the same locality Mr. SPARK stands for Darlington, near which he has several collieries. Stockton, for many years a strong-

hold of the FITZWILLIAMS, has been changed by the new Reform Bill, and Lord VANE TEMPEST, a member of the VANE-LONDONDERY family, is a candidate.

At Leeds, which will now return three members, two of those at present before the electors are said to be interested in collieries, whilst in the West Riding, now elevated into three divisions, in addition to Sir F. CROSSLEY and his colleague, we have as a candidate for one division Mr. W. S. STANHOPE, a large mineral owner, and Mr. DENISON for another. Mr. BAXTER, a colliery proprietor, is in the field for Hull, and Capt. BEAUMONT, whose father is the lessor of the coal now being worked at Darfield Main, near Barnsley, is at present the only candidate for Wakefield. For Wigan, two gentlemen of opposite opinions, and both largely interested in the coal mines of Lancashire, are before the electors. Either of them, Mr. LANCASTER, of the Wigan Coal and Iron Company, or Mr. PEARSON, of the Barley Brook, Hindley, and other collieries, will be a valuable acquisition to the mining strength of the House of Commons. In Derbyshire, where a new division has been created, in addition to the present members, it is probable that Messrs. BURNALL and TURBUTT, who are large owners of land, under which there are valuable seams of coal, are likely to be returned—indeed, they base their claims for support, to some extent at least, from their interest in all that relates to the development of the mineral wealth of the division.

A new and extensive coal field is now being opened out near Nottingham, on the estate of Sir R. CLIFTON, and which promises to be of the greatest advantage to the district, finding profitable employment for a large number of hands. As Sir ROBERT is a candidate for Nottingham, for which he has sat in the previous Parliament, and from his great popularity, there is every prospect of his being returned. There are several gentlemen connected with the mines of Staffordshire who are desirous of entering Parliament, and have selected to stand for various parts of that county. Amongst them are Mr. McLEAN, of Cannock Chase, who appears likely to be returned for the eastern division, along with Mr. HARTLEY, whose name is so well known in connection with the iron and coal trades of the county. For the new borough of Wednesbury there are two gentlemen in the field, both connected with mining operations, whilst for Dudley it is not unlikely that Mr. SMITH, agent to Earl DUDLEY, will be brought forward. In various parts of the country there are gentlemen connected more or less with collieries, who are offering their services to various constituencies; but we believe we have given the names of most of those who will be found in the next Parliament, and who, we doubt not, will fully represent one of the most important interests in the kingdom, and in which upwards of 300,000 male persons are employed, and who, according to the calculations of Prof. LEONT LEVI, receive no less than 15,000,000L. annually in wages. Seeing, therefore, the vast amount of capital invested in mining operations, and the hazardous character of the investment, it is gratifying to find that the colliery interest will be so fully represented in the next Parliament, and which we believe will be advantageous to the employer and to the benefit and greater safety of the body of working miners.

### THE REPRESENTATION OF THE MINERAL INTERESTS.

In the remarks which we made upon this important matter in last week's Journal we endeavoured to show how imperatively necessary it was that the great mineral interests of this country should be fairly and fully represented—questions vitally affecting the welfare and prosperity of the iron, coal, and other staple trades being, in all probability, to engage the attention of the Legislature during the next session of Parliament. We endeavoured also to show that Mr. HENRY HUSSEY VIVIAN, the present member for the county of Glamorgan, was pre-eminently qualified, from his intimate and practical knowledge of all mining matters, and the immense collieries, copper, spelter, and other kindred works which he has under his control, for the seat which he now holds, and that it would be a great loss to the mineral world did untoward circumstances intervene to prevent his re-election. Following out the views enunciated in the previous article, we shall now as boldly affirm that there are other gentlemen ably qualified in every sense to represent the great mineral and industrial interests of the nation in the House of Commons, and whose election, therefore, we hold it to be the duty of all affected by the future prosperity of these trades to secure. Speaking on behalf of the coal and iron trades, we have no hesitation in saying that these trades were not as fully and numerous represented in the now defunct Parliament as they should have been, considering the immense interests at stake, and the momentous consequences which ensue to the nation at large from the continued depression or prosperity of our staple productions. We hold that gentlemen intimately associated with collieries, our gigantic ironworks, and other vast establishments are of all others “the” men to take part in those measures of legislative enactment the object of which is to advance the material prosperity of the nation, and the moral and intellectual status of the working and industrial population. We naturally wish to see a large accession of such gentlemen, and therefore it is that we again draw the attention of our readers to the claims which large employers of labour, and others intimately connected with our collieries and ironworks, have for popular support.

And we would now for a few moments turn our attention to the town of Merthyr Tydvil, which, in conjunction with its co-borough Aberdare, has made more rapid and gigantic strides, in a commercial sense of the word, than almost any other town in the whole United Kingdom. It is certainly within the recollection of that very ubiquitous individual, “the oldest inhabitant,” that both Merthyr and Aberdare (the latter more especially) were but poor straggling villages, with small populations. But what gigantic strides have been made within the last half-century! Now it is the seat of some of the largest ironworks in the whole world, which literally employ tens of thousands of hands. Its collieries, too, are amongst the most extensively worked and the most celebrated in the kingdom. In a word, Merthyr and Aberdare have become world-known as the centres of our largest manufactures, and the busiest hives of industry, not only in the Principality but in the kingdom. The population of Merthyr and Aberdare at the present moment is little less than 100,000; and such is its commercial importance and large population, that its claim to a second seat in the Imperial Legislature was universally recognised and admitted under the Reform Act of the last session. And this vast material increase, and its now great commercial importance and prosperity, are due, and due to nothing else, to those gigantic ironworks and those miles of colliery operations which the enterprise, perseverance, and capital of the now resident families have opened up and worked. There is no other single element in connection with either of the towns to maintain their present importance or commercial status than the works and collieries; and were it possible to extinguish the ironworks and remove the vast colliery operations, both Merthyr and Aberdare would soon have to write “Ichabod” over their portals, and the populations would become more rapidly scattered than they were gathered together. What more natural, therefore, than that such places should be represented in Parliament by gentlemen who have achieved such greatness for the towns and districts? And fortunate it is that two such gentlemen aspire to the honour. The present member, the Hon. H. A. BRUCE, although not at the present moment personally connected either with ironworks or collieries, has from his earliest life been associated more or less with mining operations and large manufacturing industries. Mr. BRUCE's father (Mr. BRUCE PRYCE) is the owner of the celebrated steam coal district of Duffryn, whilst for some time Mr. BRUCE (in conjunction with Mr. GEORGE T. CLARKE, the present esteemed manager, was one of the trustees of the Dowlais Works (probably the largest in the country), and was also the manager of the Nixon Pits—collieries which have gained wide-world celebrity. As member for Merthyr, Mr. BRUCE sat upon the “Commission of Mines,” and no member of that Committee rendered more valuable assistance, or was the means of gleaming greater practical or scientific knowledge. He has also been ever foremost in all questions connected with the more efficient ventilation and greater safety of collieries—maintaining that, even in a pecuniary point of view, the more safe a colliery is made, the more economically and cheaply are the operations carried on. For some time stipendiary magistrate for Merthyr and Aberdare, Mr. BRUCE ever manifested the deepest interest in the welfare and prosperity of the colliers and workmen of the district, and probably it was mainly through his instrumentality, and the manly attitude taken

by him, that the “truck system” on the hills met its death blow. But not only so, Mr. BRUCE's efforts to educate the collier and working classes, to promote and advance their truest interests, to raise their social status, and to inculcate principles of rectitude and morality, are universally acknowledged and appreciated by all, no matter to what party, religious or political, they belong. Mr. BRUCE's Education Bills of the last and previous sessions are well known, and the efforts he has made in this great cause stamp him as one whose seat in Parliament should be secured, without anything like uncertainty or hesitation. Intimately acquainted with colliery operations and mineral matters generally, Mr. BRUCE knows full well in what the continued success and prosperity of these works depend, and also what are the requirements of the men and the duties and wishes of the employers. Regarding education upon a broad and comprehensive basis (comprising both mechanical and scientific study)—as the true lever by which the working man should raise himself in the social scale, and the means also whereby our vast colliery operations should be safely and efficiently conducted and worked, Mr. BRUCE's great efforts have been, and still will be, in that direction. A ready speaker, sound reasoner, and good political economist, Mr. BRUCE has always commanded the attention of the House, and his remarks have carried considerable weight and importance with either side. Unquestionably Mr. BRUCE is one of the most able men the Principality—indeed, the whole country—has sent to Parliament. As the representative of one of our largest centres of industry and colliery operations, and as intimately acquainted with the many requirements of such districts, Mr. BRUCE is eminently a man upon whom the people's choice should still fall, and we, therefore, express our most sincere and earnest hope that the efforts which are now made to eject him (for such is the fact, disguised as it may be, and contradicted as it is) will most thoroughly fail, and that Mr. BRUCE will retain that confidence of his constituents which his 16 years of able and faithful services entitled him to expect, and that he will be again returned to Parliament, where, in all probability, his undoubted and manifold abilities will be more urgently needed than during any former period.

But Mr. BRUCE's seat is threatened—and threatened not by open enemies, but by professed political friends. The second seat just given to Merthyr under the Reform Bill is contested by two gentlemen; and, although both state that they have no desire to oppose the hon. gentleman, yet practically there is a fear that Mr. BRUCE's seat is greatly imperilled. The gentlemen who are now contesting for Merthyr's second seat are Mr. RICHARD FOTHERGILL, of Merthyr, and Mr. HENRY RICHARD, of London. Regarded in the light which we now advocate—the imperative necessity of returning men to Parliament connected with our great ironworks and colliery operations, and the importance of having these, our staple productions, fully and efficiently represented—the claims of the two gentlemen to whom we now refer should scarcely be mentioned in the same day. Mr. FOTHERGILL is one of the largest employers of labour in the kingdom. He is the managing partner of the Aberdare Ironworks, also of the Plymouth Ironworks, at Merthyr, the Abernant and Llwydd Coed Works, &c. He has also vast colliery operations under his immediate management and supervision, is a man of immense energy and of undoubted administrative ability, whilst his practical knowledge of all mining and colliery operations, and the immense stake which he has in the material prosperity of Merthyr and the coal and iron trades generally, conspire to render him a most able and efficient coadjutor with Mr. BRUCE in the representation of towns whose sole prosperity depends upon their gigantic ironworks and their vast mineral resources. With regard to the claims of Mr. RICHARD, we have been looking dispassionately at those urged on his behalf, and we must certainly say that we have looked in vain for any sufficient reasons which should possibly induce him to contest the representation of a place of such great mineral and commercial importance. There is, in our opinion, only one redeeming feature in the whole affair, and that is it shows to a certain extent that the working colliers and puddlers and forgers are allowed to act independently, and uninfluenced in the matter of voting, for it can scarcely be denied that did the large employers of labour desire to put on “the screw” Mr. RICHARD would not have even the “ghost of a chance.” The men, therefore, are not influenced in their votes, except by fair and legitimate arguments; and what are Mr. RICHARD's claims? Does he possess a single qualification for the representation of Merthyr which either of the other gentlemen do not? We hope the men—the new electors under the new Reform Bill—will seriously consider the claims of each. Mr. RICHARD is a London man. He has not the slightest interest in the continued prosperity of the town or district. He does not pretend to even a superficial knowledge of coal or iron. Mr. RICHARD happens to be the secretary of the Peace Society of London, but it would be a very far-fetched idea to see what on earth that has to do with the representation of Merthyr. We guarantee to say that both Mr. BRUCE and Mr. FOTHERGILL are quite as dear lovers of peace as Mr. RICHARD; and it is certainly somewhat singular that Mr. RICHARD, such a professor of peace, should, by his opposition, set the whole town of Merthyr in an uproar, and disturb the harmony of the “happy family of iron and coal” in their attempt at proper and legitimate representation. Mr. RICHARD is, no doubt, an able pulpit orator, and possibly a clever man in other respects; but he has mistaken his mission if he believes it is in the representation of Merthyr. We hope Mr. RICHARD will give us all a practical illustration of his peace principles. He can do this most effectively by retiring from the contest, leaving the Hon. H. A. BRUCE and Mr. FOTHERGILL as the legitimate occupants of the field and the representatives of such a vast mineral district as Merthyr. At all events, the electors of Merthyr have a most serious responsibility resting upon them—a duty which their own interests call them to discharge manfully. We have not touched upon the political aspect of this question, but have merely intimated that the whole of the candidates are, to a very great extent, similar in political principles. Let, then, the electors weigh well and seriously their duty in a material and commercial point of view. Much of their future prosperity rests upon their votes upon this occasion—their whole commercial importance depends upon the prosperity of the iron and coal trades. Mr. RICHARD, we say again, has no claim whatever upon the working men of Merthyr. He cares not a jot for its coal and iron, its commercial decade and prosperity are alike to him—he has no local interest or connection whatever, and we trust the electors will see matters in this light. On the other hand, Mr. BRUCE and Mr. R. FOTHERGILL are essentially local men—their all is indissolubly bound up in the prosperity or otherwise of Merthyr, of Aberdare, and its vast mineral riches and gigantic works, whilst their practical and scientific knowledge are such as to make them most useful representative men, whose every effort will be to guard the mineral interests from those insidious attacks which non-practical men are constantly making. We, therefore, earnestly hope that the other large employers of labour will deem it their duty by every fair and legitimate means to strive to their utmost to secure the return of the Hon. Mr. BRUCE and Mr. FOTHERGILL, in whose hands the weal of our great coal and iron interests may be safely entrusted.

### THE REPRESENTATION OF EAST STAFFORDSHIRE.

The two candidates for East Staffordshire—both good men and true, and, in a trade sense, members greatly to be desired, as the *Mining Journal* has already shown—continue in the field unopposed. Their position is daily strengthening. It will, therefore, be hard work for any third candidate to present himself with any probability of success. Because of the interests in which we are especially concerned, we experience great satisfaction in the failure of the effort to induce Mr. BASS, the member for Derby, to offer himself for East Staffordshire. As was to have been expected, Mr. BASS, proving faithful to his first love, declined to leave Derby, where he is safe, for the possibility, only, however, after a severe contest, of receiving the greater honour of being chosen to represent a county division. The name of Mr. BASS's son, the present member for Stafford, has been mentioned for East Staffordshire, but it is scarcely likely that he will either consent to leave Stafford, or, if he should, that he would be accepted by a constituency who have two such men before them as Mr. HARTLEY and Mr. McLEAN. Those members of the constituency who, like the candidates named, have a stake in the winning of coal and the making of iron there, would do well promptly to discourage all efforts by which adventurers in the division, who have but little to lose in it, seek to



derange the present state of things by bringing forward men who possess none of the qualifications which should be regarded as essential in a representative of such a constituency.

### THE REPRESENTATION OF WEDNESBURY.

Yet another candidate for the new borough of Wednesbury! Five men seeking the one seat—three connected in one way or other with the industries peculiar to the district, and two lawyers. The last-arrived candidate is Dr. KENEALY, a Q.C. upon the Oxford Circuit, to whose keeping the interests of operatives in that part of the kingdom who have got themselves into difficulties by their Trade Union zeal is customarily committed. His "ticket" is tolerably comprehensive. He would attract the ironmasters by talking of what he would do to bring about a removal of the inequalities, to the disadvantage of South Staffordshire, which exist in railway goods rates. Pointing to the "trade" candidates, he desired to make capital of the effort, by asserting that "it required a lawyer" to find out what was the great need of the district. On Thursday an ironmaster, writing in a Birmingham paper, thus correctly alluded to that which Dr. KENEALY has said upon railway freights:—

"So far from being ignorant of the fact, we, the ironmasters of the district, have for long been too painfully aware of it, and have more than once stirred in the matter. Indeed, so late as the last meeting of the trade at Birmingham, about a month since, a committee was appointed to take up this very subject, and is now engaged upon it. But, in truth, the interest of railways, and of railway speculators, is too strongly represented in the present Parliament, and the manufacturing interest is not represented as it ought to be. The coming elections afford an opportunity to remedy this evil, and we ought not to lose the chance of doing so. Railway freights, and most local questions, are common alike to the welfare of the masters and the men. Therefore it is we say let them cordially join hands for the common good, and return a Liberal from amongst themselves to Parliament. Such a man only can represent the trade and labour of the district, and have weight in the House on questions affecting its local interest."

The borough of Wednesbury is larger than some boroughs to which two members have been allotted, and an effort will, by and bye, be resumed to get two to set down to it. Alluding to this, "Ironmaster" goes on to say—

"When we ask to have another member, what will be said if we now return a stranger, perhaps a mere lawyer, for our member? Why, it will be said, how, if out of your population of 120,000 people, you could find no fit man to be your member, and to represent your great industry, can you ask for another member, merely to send another lawyer to the House? Every man of sense in the borough must see that we ought to return either a good Liberal manufacturer or an honest and straightforward working man, and that the time is come at which we should give expression to our common sense, not by putting up our borough as a speaking platform for all and everyone, but by joining hands together, men and masters, for a good cause—no want of union, no strike for this purpose—and by acting so that we may carry one good Liberal candidate to the poll and to Parliament. We have but one local Liberal before us—Mr. ROBINSON."

The time has come for the electors of Dudley to decide "under which king;" or, if they like the inference better—whom shall be the member they will "delight to honour?" All things considered, they cannot do better than go for the gentleman here named. Mr. ROBINSON meets all varied requirements of the constituency; and whilst he has made a favourable impression upon the mass of the electors, he possesses the fullest confidence of the majority of the coal and ironmasters in the district. His abilities and his studies, over and above his peculiar fitness in a trade sense, are such as will find a congenial arena in the national House of Legislature. We have the fullest confidence that if he should be elected he will not only well represent Wednesbury, but that also he will "do the State some service." Again, we call upon every elector in any way connected with the industries of the new South Staffordshire borough to lay aside all reserve and all minor party differences, and combine to send up the man who will most advance those interests. They need not fear that there will not be enough lawyers and country gentlemen in the Reformed Parliament ready either to pronounce authoritatively upon the Coronation Oath, and to vote for the support or dis-establishment of the Irish Church, as the case may be. These will be sent up in plenty, aided by rural constituencies in boroughs and by the agricultural voters in the county divisions. With the voters in Wednesbury, however, the concern should be to return men familiar with, and having a large stake in, the iron and coal industries of their borough.

### COLLIERY EXPLOSIONS.

Another of those calamities unhappily associated with the working of coal occurred at Jemmapes, in Belgium, on the 6th inst., whereby, we are informed, 54 men have been killed. Since the fatal explosion at Ferndale, on Nov. 8, 1867, we have had no serious disaster of this nature in the United Kingdom; and we trust that managers of mines, and all, in fact, concerned in the observance of colliery regulations, will take to heart the lessons taught by these explosions, and they will operate as warnings to induce them to give, if possible, increased attention and vigilance to their duties, and to obtain a knowledge of the subject of colliery accidents and management through the publications, which can now be easily obtained, on these matters.

Several letters have lately appeared in the *Mining Journal* on this subject, pointing out the means to be adopted for the entire avoidance of colliery explosions, which, in fact, consist of nothing more than maintaining at all points efficient ventilation, and not to allow any infraction or breaking of the colliery rules, and the use of a more approved safety-lamp in fiery mines. We think that fresh men, as above-ground labourers, should be subject to a thorough training before they are entrusted with any part of the responsibility which attaches to every workman employed in mines, as, no doubt, accidents have arisen from ignorance, and the practice of taking on such men without due thought has been common, especially in times of demand for coal: as many men are employed as firemen for steam-boilers, without any training for the responsible duties of such situations, and which, in fact, only steady and well-trained men should be allowed to fill.

When we consider that the temperature of the atmosphere during the last two months has been often above 80° in the shade, in the middle of the day, we must be aware that the ventilation of mines is thus placed at a disadvantage. The temperature of Monkwearmouth Colliery workings being, as stated, 80°, the natural ventilation would thus be on a balance; and in many of our deep mines the average temperature may be assumed to be 70°, the natural ventilation is thus reversed, and the artificial powers, whether furnaces or machines, must either be increased to restore the balance, or there is already a sufficient margin in the ordinary ventilation to allow for such drawbacks; we believe the latter to occur, or, perhaps, both combined to bring about a state of things which have, happily, been unaccompanied by any serious accident during the unusually high temperature to which we have been subject. Moreover, we should hope that our mines have been during this time in a safe and healthy state. The atmospheric pressure, on the other hand, has been favourable—the mercurial column having, for the most part of this time, stood about 30 inches, thus retarding the free escape of gases.

We sincerely trust no accident will henceforth occur from inefficient ventilation, and that a due sense of responsibility will be felt by each person employed in coal mines, whether as officer or workman, in the hourly and daily performance of his duty.

### LIQUID FUEL.

An extensive trial of Messrs. WIRE, FIELD, and AYRTON's system of burning liquid fuel has lately been made at Woolwich Dockyard, under the immediate superintendence of Captain SELWYN. A steel yacht, fitted with twin screws, which had been originally constructed for Lord ALFRED PAGET, was fitted for the purpose with a new boiler, designed and constructed by Mr. LEWIS OLBRICK. In order to avoid any alteration in the arrangement of the engines, the boiler was made of the same external form and dimensions as that with which the boat was originally fitted, and this led to the very effective arrangement or introduction of FIELD's tubes, by which to get the necessary amount of heating surface. The boiler had 45 square feet of fire-box surface, and 82 square feet of tube surface, or 127 square feet in all. Hanging suspended to the roof of the fire-box was a powerful superheater, for the system requires highly superheated steam; and between the tubes, about the middle of the fire-place, was placed a wrought-iron plate, dropping rather below the bottom of the tubes, and acting as a baffle to the flame. As another baffle the iron chimney dropped, or was exposed, for about the height of 3 ft. to the action of the fire. As there was no preparation for the use of

coal the boiler had to be started with wood; when the superheater was ready the oil was let in. A cistern for the latter was made at the bottom of the boat, and it was pumped up as wanted to a cistern very ingeniously placed over the fire-box in front of the boiler. The arrangement was as complete as it well could be made. It has been stated by Capt. SELWYN, at his lecture, it was owing to the munificence of Mr. REED, the chief constructor of the Navy, that it had been effected.

The oil was injected into the fire-box by the aid of the superheated steam, at an angle of about 60° with the horizontal, the jet of spray striking against slabs of fire-clay, placed as a kind of hearth. The flame produced rose among the first series of "FIELD" tubes, passed over the first bridge, down under the wrought-iron plate already mentioned, up again over the second bridge; and, lastly, the flame divided, and passed, partly upwards and partly downwards, to the chimney. This arrangement of bridges and baffles was well calculated to cause the whole of the heating surface to be exposed to the action of the flame, and it was one for which Mr. OLBRICK deserved much credit. The boiler was kept in action one month, working 10 hours daily; and although carefully tended by two of the best stokers in the yard, under the superintendence of Capt. SELWYN himself, the amount of evaporation never exceeded 10 lbs. of water for 1 lb. of oil; deducting 25 per cent. for the amount of steam taken from the boiler, and used to inject the oil, the amount of evaporation was worth only 7½ lbs. of water for 1 lb. of oil—very little more than could have been done by good coal, and a little more than half only of what had been effected in the yard, in a vastly inferior boiler, in the years 1866 and 1867. There was full combustion, and no smoke, and the oil was under perfect management, but the flame could not have been very powerful to permit the iron baffles to remain undestroyed; and it becomes a question if highly superheated steam, as a means for burning liquid fuel, is not a mistake. It has failed in every instance where it has been used. The common air, greatly heated, would, probably, do better. The month's work with this boiler showed it to have good steaming power, it being found to maintain steam steadily at 90 lbs., with the engines running at 160 revolutions per minute. There are, we may mention, two pairs of engines, and the cylinders are each 4½ in. in diameter, with 6 in. stroke. The slabs of fire-clay can readily be taken out, and iron grate-bars for coal substituted. This, it appears, is not contemplated by the inventors as likely to ever happen, as they have announced their system as already adopted by Her Majesty's Government.

### MINING, METALS, AND MINERALS—PATENT MATTERS.

BY MICHAEL HENRY,

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HENRY ATKINSON of City-road, has obtained a patent relating to gas retorts, ovens, and furnaces. The objects of this invention are—first, to increase the heating power of the furnace; secondly, to render the heat more uniform upon the retorts, and thereby to lessen its destructive effect, and at the same time to economise the consumption of fuel and render the distillation of coal in the retorts more perfect, and increase the quantity of gas and coke producible from a given quantity of coal; and, thirdly, to increase the facility for charging the furnace with fuel. The retorts are placed in an oven in the usual way, and open spaces left for the circulation of the heat from the furnace on all sides. The fire-place and grate are formed at the front of, and a considerable depth below, the oven, and the bottom is fitted with a sliding cast-iron water and ash container. The fire-bars are placed above the ash-pan one above another in a sloping direction, or inclining upward and backwards from the bottom. Above the bars, and similarly inclined, is fitted a stout metal plate with side flanges, so as to form, when placed against the brickwork or face of the superstructure of the oven, a feeding hopper or box for containing the coal, coke, or other furnace fuel; this feeding hopper should extend from the top of the furnace-bars to the level of the floor of the retort-house, and be closed or fitted with a moveable plate or cover.

M. A. F. MENNONS, of Southampton-buildings, has specified a patent for a mode of accelerating the induration of certain concrete or artificial stone (communicated to him by Johann Georg Wilhelm Packer, of Braunschweig, in the Duchy of Brunswick-Wolfenbützel). This invention consists in the application of carbonic acid gas as a means of accelerating the induration of concrete or artificial stone, composed of lime and sand, or other siliceous matters. To this end, the concrete mass being sufficiently dried to admit of manipulation, is placed in a closed chamber, and is exposed to the action of the carbonic acid gas, generated by any of the known processes, in a separate apparatus. By the higher specific gravity of the carbonic acid the atmospheric air contained in the stoney compound is expelled, and escapes by discharge-cocks mounted on the upper part of the chamber, and the operation is continued until the absorption of gas ceases, which point may be readily determined by a pressure-gauge or other test apparatus. As a general rule, half-an-hour suffices for the saturating process above described, but the time occupied is necessarily variable according to the nature and degree of siccidity of the materials under treatment.

### REPORT FROM NORTHUMBERLAND AND DURHAM.

AUG. 13.—The Coal and Coke Trades are, on the whole, improving a little; large heaps of coal are to be seen in most parts of the district, but those stocks have been reduced lately, and many of the works are increasing the output—that is, they are increasing the number of days worked per year.

The subject of machine ventilation continues to attract some attention here, but the substitution of machines for furnaces has not yet made much progress, and, as the majority of the collieries of Durham and Northumberland are of considerable depth, it is not likely that machine ventilation will make rapid progress. The machine of Lemelle has been working some time at Washington, and it is doing good work. On the whole, it has proved successful, the quantity of air circulated being considerably greater than the amount formerly got by the furnaces. One of Guibal's machines was started some time ago at the Pelton Fell Colliery, and it has succeeded so well that a second machine has been erected, of larger dimensions. However, only one machine is working, the engine connected with that first erected being under repairs. The machine now working is circulating about 80,000 cubic feet per minute through the workings, the number of revolutions of the fan being 72 per minute, and the water-gauge shown 2½ in. The depth of this upcast shaft, it must be observed, is only 45 fms., a circumstance very unfavourable for furnace ventilation. The adoption of the fan of Guibal at this place has been of great advantage. The air issuing from the top of the shaft appears to be cold, and is a very powerful current. A similar fan has been working some time at the Elswick Colliery, and also at Scotswood, and those are very highly spoken of; indeed, they appear to be well adapted for shafts of moderate depth.

An explosion of gas took place at the Thrislington Pit, near Ferry Hill, by which one man was killed. The pit has only recently been sunk to the coal seam, and drifts have proceeded but a short distance from the shaft, and a brattice was carried down the shaft, for the purpose of ventilating it. On Thursday, while Jos. Palmer was at the bottom of the shaft, guiding the water tubs into the sump, an explosion of gas took place; and when the men in charge of the works descended the shaft they found that the brattice had been blown out, and the shaft was so filled up by the debris that the descent could only be made to a point 54 feet above the coal seam, and as the lost man was naturally supposed to be at the bottom of the shaft, and as the water was known to be rising, it was feared that some time must elapse before access could be had, so as to bring the body of the unfortunate man to bank. However, while a gang of men were engaged on Saturday in clearing the shaft, one of the party discovered the poor man sitting on a beam fixed in the shaft, with his hands clasped over his stomach, his head resting against the wall, and quite dead. He had evidently climbed up the shaft that distance, but whether before or after the explosion is yet uncertain. Perhaps it is possible that he might have been blown up the shaft by the force of the explosion, and fallen, when the upward force was expended. In the position he was found in, but this is hardly probable. The inquest was opened on Monday, but after taking some little evidence, not important, it was adjourned, in order to allow the Government Inspector to examine the pit.

Several accidents have occurred lately by falls of stone, and on Saturday two men were killed at the Brancepeth Colliery—Abraham Hodgson, 26, and Michael Clarke, 31; they were killed by a fall of stone of great weight.

The great event of the week has been the opening of the People's Park at Middlesbrough, the munificent gift of Mr. Bolekow, and the visit of Prince Arthur on the occasion. The rise of Middlesbrough is one of the most remarkable events connected with the history of the Iron Trade of the country. The enterprise of Messrs. Bolekow,

Vaughan, and Co., and the opportune discovery of the immense deposits of iron ore in Cleveland, have led to the rapid development of the iron trade in all its branches in this district. The gift just conferred on the people of a magnificent park is one of great value, and one which must conduce to the health and prosperity of the working men in particular, confined, as they are, so many hours of the day amid smoke and dust. The extension of the trade and population of Middlesbrough is still going on most rapidly, and it will continue to increase at the same rapid rate as heretofore.

Although the make of pig-iron is very large, and this may be considered the staple product of the district, yet rails and bars of all kinds are produced in large quantities, and also all kinds of castings are produced at the numerous foundries. It must not be forgotten that the making of steel has lately been added to the manufactures here, and that this new steel, which is most excellent in quality, will shortly be produced largely. The price of this steel also will be found very reasonable, as it can be produced at but little above the cost of the Bessemer steel; as remarked above, it is of excellent quality, and it is said to be perfectly homogeneous. One great obstacle to the advancement of Middlesbrough has been the want of good docks and harbours for the accommodation of shipping, but this is to be removed, as the present dock is to be greatly enlarged, and other improvements are to be made in the river and at the entrance to the same to meet the requirements of the case.

The procession on Tuesday was a most interesting and imposing affair; it is needless to say that business was laid aside, both in the town and adjacent district, and the town was densely crowded by people from all parts. Prince Arthur, accompanied by the Archbishop of York, Earl and Countess Zetland, Earl and Countess Vane, Mr. and Mrs. Bolekow, and a brilliant party of ladies and gentlemen left Marton Hall shortly after 12 o'clock. The band of the 15th Hussars and a squadron of the same troops were present. After the corporate bodies and numerous gentlemen forming the procession, the various orders of Odd Fellows, and other societies, mustered in great force, and had a most imposing appearance. The Manchester Unity of Odd Fellows were headed by a brass band, and a magnificent banner. The members carried the handsome silver regalia of the order, which had been sent from Birmingham expressly for the occasion, and which looked very imposing when contrasted with the sashes and rosettes of the members. There were 42 silver pieces, comprising the usual beehives, the lamb and flag, and other emblems of the order, and those were borne with pride by the members of this prosperous order. Several eminent officers connected with the order were present, and took part in the business of the day. The Ancient Order of Foresters, and other orders of Free Gardeners, &c., followed, the whole forming a procession of great magnitude and interest.

After the formal opening of the park, the Royal party proceeded to examine the ironworks of Messrs. Hopkins, Gilkes, and Co. These works are on the eastern side of the town, and cover a large area of land. They were "blown in" only on October last, and erected under the supervision of the talented manager, Mr. John Giers, a native of Sweden. The furnaces are four in number, and stand in pairs, which are widely separated. They make pig-iron, and each pair turns out from 700 to 800 tons per week. Each furnace is 75 feet in height, and 24 feet wide, has 20,000 cubic feet contents, and holds 600 or 700 tons of iron ore, coke, and limestone. The furnaces are tapped every 12 hours, and each runs out about 25 tons of cast. The Prince was conducted into the works by the Mayor and Mr. Lloyd; and the party also comprised the Lord De L'Isle and Dudley, Mr. Bolekow, and others. The Prince alighted in front of two of the huge furnaces, and was then taken round to the calcining-kilns behind. The process of roasting the ore in those immense iron receptacles was explained to him, and the party then took their way to the engine-house, where the machinery for procuring a blast for the furnaces is situated. The engines are of a peculiarly massive make, and are what is known as vertical direct-acting ones. They are three in number—one to each of the furnaces, and one in reserve. They act the part of gigantic bellows to the fiery contents of the furnaces, pumping air into them until the required degree of heat is obtained. From the blowing engines the Prince was conducted to the great lift, situated between the two furnaces, and used for raising men and materials to the platform across the furnace tops, 75 ft. above. The lift is constructed upon the pneumatic principle, patented by Mr. Giers. The Prince and others of the party were taken up to the lift, and proceeding to the top of one of the furnaces his Royal Highness saw a charge lowered in. After a stay of about ten minutes aloft the party again descended, and proceeded to the platform erected in front of the furnace. In the space between channels from the mouths of the furnaces pig-moulds had been laid, and both furnaces were tapped, and the molten metal streamed out down the channels. The sight was one of extraordinary magnificence, but the heat was great, and a hasty retreat made.

Mr. R. Lloyd, of the firm, then presented the Prince with a beautiful silver hammer, in commemoration of his visit to the works. On the hammer was inscribed—"Presented to His Royal Highness Prince Arthur on the occasion of his visit to the works of Messrs. Hopkins, Gilkes, and Co. (limited), Middlesbrough, August 11, 1868.—W. R. L. Hopkins, Mayor." Previous to the return procession the extensive iron ore mines at Eston were visited, where 2500 tons of ore is sent out daily. The furnaces at Eston were also examined, and the apparatus connected therewith. A grand banquet concluded the business of the day, at which 500 guests were entertained, the whole arrangement being of the most sumptuous and tasteful character.

Mr. J. Hopkins, of the firm of Hopkins, Gilkes, and Co. (limited), Middlesbrough, on the occasion of his leaving the works to represent the firm in London, was presented with a splendid cabinet of silver plate, worth 100*l.*, by the workmen of the Tees-side ironworks, and a silver tea-tray by the directors of the company.

**Presentation to Mr. JOHN CAIN, MINING ENGINEER, DARLINGTON.**—A large congregation of the inhabitants of Melsby assembled in the school-room, on Friday, to witness the presentation of a handsome piece of plate to Mr. JOHN CAIN (late manager of the Merybent and Middleton Tyas Lead and Copper Mines), subscribed for by the members of the Melsby Mechanics' Institute, on the occasion of his leaving the village. The President of the Institute (Mr. Thomas Best, sen.) occupied the chair. After an interesting introductory speech by the Chairman, Mr. Thomas Martin was called upon to make the presentation. He very eloquently alluded to the numerous beneficent acts of Mr. Cain in connection with Melsby, especially to his efforts on behalf of the Institute, which he had established, and very pathetically expressed his sorrow, and that of the members, that Mr. Cain was no longer to live amongst them; assuring him, however, that the bond of Christian sympathy and love which had hitherto united them together would keep them united to the end. The inscription on the plate is as follows:—"Presented to Mr. John Cain by the members of the Melsby Mechanics' Institute, as a token of respect for his great kindness whilst a resident amongst them." Mr. Cain replied. He heartily reciprocated the feelings expressed by Mr. Martin. His work had in all things been actuated by a desire to improve the condition of the people amongst whom he lived, and if he had succeeded in doing so he had a greater reward than any they could bestow—the approval of his own conscience. He concluded by thanking them for their generous gift. Appropriate speeches were delivered by Mr. Thomas Fairly, Melsby; Messrs. Harrison, Penny, and Robert Fyfe, of Darlington. After the usual vote of thanks the meeting separated.

### REPORT FROM MONMOUTH AND SOUTH WALES.

AUG. 13.—The general impression of ironmasters is that the trade is on the eve of a revival on a substantial basis, and the improved tone to which reference has been made of late is being gradually strengthened. Up to the present time more than one-half of the harvest in this country has been housed in excellent condition, a state of things at so early a period of the year unknown in the present century. The prospect of the harvest being above the average in this country, and in all other wheat-producing districts, coupled with the fact of a much greater breadth of land being sown than heretofore, has already given increased confidence in commercial operations, and buyers of iron, on both home and foreign account, are giving out orders much more freely than they were three months ago. Stocks in buyers' hands are known to be at a very low ebb, and they are beginning to evince some anxiety in replenishing before prices advance, which it is believed will be the case before many weeks have elapsed. There is a steady, though not large, increase in the demand for rails, and those competent of forming an opinion believe there is every probability of a sufficient number of orders being obtained to keep the rail mills in the district tolerably well employed until the commencement of the new year. Home buyers are gradually increasing their purchases, and there is a probability of the hopes of an improvement setting in being speedily realised. The demand from the Continent has slightly improved, but the contracts offered are, as a rule, for small quantities. Shipments to the United States from the local ports continue heavy, and several American contracts are now being executed. Last month the exports of iron to the United States amounted to 9469 tons, and it is anticipated that the exports for the present month will be equal to, if not in excess of, those for July. Clearances are also being made to the Russian ports, but for no very heavy quantities, and the season is now too far advanced for a large amount of business to be transacted with the Muscovite empire during the present year. The quantity of iron exported last month to the Russian ports amounted to 2473 tons, being a considerable decrease as compared with the corresponding period of last year. There is a slight increase in the demand for pigs of the best brands, and quotations are more in makers' favour. Tin-plate makers continue to receive an increased number of orders for coke qualities, and the tone of the trade generally is more cheerful than for several weeks past.

Steam Coal proprietors are doing a fair amount of business, and something like activity is being witnessed in the shipments at the local ports, the principal demand being from the mail-packet stations, for which several vessels of large tonnage are now being laden. To the Mediterranean ports, and



the principal States of South America, there is an average quantity being sent; but enquiries from France have again slightly decreased, and this to some extent is the case with the continental markets. The output at the collieries continues rather large, but as shipments are being expeditiously made there is no probability of stocks increasing to any extent. The house coal trade is very depressed, and the shipments coastwise are considerably below the average, but the change in the weather will, no doubt, cause an increase in the demand.

**At the Monmouthshire Assizes the case of Levick v. Jones was heard by Baron Pigott, and was an action to recover 166l. 12s., money lent.** Plaintiff is the son of the late Mr. F. Levick, of the firm of Levick and Son, Bialna, and Levick and Co., London; and who also entered into partnership with defendant, the patentee of a certain coal-cutting machine. In consideration of the payment of 5000l., Mr. Levick was to participate in the profits arising from the sale of the machine; and one mode of payment of that amount was by materials from the Bialna Works. When Levick and Simpson became involved, Mr. Levick's supplies failed. A machine was sent to America by Levick and Company, who had to pay the sum now claimed for duties, &c. To enable Levick and Son to repay that sum, the plaintiff lent the money to the firm through his father. The defence in the main was that the money was a private loan by the plaintiff to his father. The Judge summed up, and the jury returned a verdict for the plaintiff for the full amount.

**The case of Tate v. Marshall has been heard at the Guildford Assizes, before Mr. Baron Martin and a special jury.** It was an action for fraudulent representations in the prospectus of a joint-stock company, by which the plaintiff alleged that he had been induced to take shares, and so lost his money. The company in question was the Glamorgan Iron and Coal Company. The original proprietor and the principal promoter appeared to have been the defendant Marshall, whose name, however, did not appear on the prospectus, to which other names, including the name of a partner of the plaintiff, were attached. The representations of the prospectus were, as usual, exceedingly persuasive. A mine, it was stated, had been obtained capable of producing 5,000,000 tons of coal, at the rate of 90,000 tons a year, or 100 tons a day. It was said also to contain iron, and a dividend of 10 per cent. was said to be guaranteed for some years. The plant alone was said to be worth 48,000l. The case for the plaintiff was that those representations were all as delusive as they were seductive; that the plant had cost the projector only 820l.; that the mine never produced 100 tons a day, and had no such capability as represented; and that the statements of profits were entirely deceptive, and, according to the plaintiff's story, he had taken shares on the faith of these representations. At the close, however, of the plaintiff's case the learned Judge declared his opinion to be that there was no case against the defendant, and, therefore, he directed a nonsuit. The connection between the company's shop and the Abernethy Works has ceased, and the "shop" is to be opened as a warehouse in connection with the works.

**Sir Ivor and Lady Guest arrived at Merthyr on Wednesday evening, and were met on the platform of the railway station by most of the principal tradesmen and ladies of the town, and as the distinguished couple emerged from the railway carriage they were received with several rounds of hearty cheers.** They were conducted to a small platform, which had been erected for the occasion, and the highly respectable Mr. W. Simons presented an address to Sir Ivor, from the inhabitants of Merthyr, who offered their most hearty congratulations upon his marriage with the Lady Cornelia Churchill, who was not only a daughter of the illustrious house of Marlborough, but a lady of whose personal accomplishments report spoke well, and they hailed their presence among them that day with much satisfaction, believing as they did (Sir Ivor Guest) possessed many great qualities derived from his parents, Sir John Guest, his illustrious father, who was for many years their representative in Parliament; also the Lady Charlotte, his mother, his respected mother, happily now surviving, and to whose attachment to the language and literature of their people they had so many signal proofs. The address was signed by about 20 of the principal inhabitants of the town. Sir Ivor made a suitable reply in behalf of himself and Lady Cornelia, who, he said, had been most anxious to come amongst them.

**In last week's Mining Journal it was stated that the Conservatives of the united boroughs of Carmarthenshire had resolved upon asking Mr. C. W. Nevill, of Westfa House, Llanelly, and managing partner of the great firm of Sims, Williams, Nevill, and Co., whose extensive copper, lead, and silver works are at Llanelly, to become a candidate for the above borough, but it has just transpired that Mr. Nevill has declined to accept the invitation.**

**The arrivals at Swansea include—**the Missouri, from Boston, with 100 tons of copper ore and 50 tons of regulus, for H. Bath and Son; Deux Freres, from Antwerp, with 140 tons of fire-clay, for Vivian and Co.; J. P. Juke, from Douja, with 100 tons of timber and 1500 pieces of deals, for Elford, Williams, and Co.; Cassandre, from Sunderland, with 750 pieces of fir timber and 655 pieces of deals, for Elford, Williams, and Co.; Artadine, from Carthage, with 150 tons of Esparto grass, 9 tons of copper ore, and 225 tons of calamine ore, to order; Duclaus, from Quebec, with a cargo of timber, for Elford, Williams, & Co.; Maria, from Redon, with 150 tons of iron ore, for R. Crawshaw; Pierre Joanne, from Bilbao, with 75 tons of lead ore and 80 tons of iron ore, for H. Bath and Son; Busey, from Cardiff, with 236 tons of calamine ore, for Richardson and Co.; Clara, from Tilt Cove, with 320 tons of copper ore, for H. Bath and Son; August, from Santander, with a cargo of timber, for M. Moxham and Co.

**TRADE OF THE SOUTH WALES PORTS.**—The following are the returns of the quantity of coal shipped during the month of July and the corresponding month of last year:—

EXPORTS.		July, 1868.	July, 1867.
Cardiff	Tons	210,230	160,766
Swansea	55,910	44,441	
Newport	29,462	34,927	
Llanelly	12,982	17,274	
SHIPMENTS COASTWISE.		July, 1868.	July, 1867.
Cardiff	Tons	79,720	85,465
Swansea	31,639	32,520	
Newport	69,672	81,019	
Llanelly	24,320	24,146	

Cardiff also exported 7629 tons of iron and 4474 tons of patent fuel, Newport 9147 tons of iron, and Swansea 2134 tons of iron and 6546 tons of patent fuel.

#### REPORT FROM DERBYSHIRE AND YORKSHIRE.

**AUG. 13.**—There is but little alteration to be noticed with regard to the Iron Trade of Derbyshire, which continues very quiet, and so far the prospects of any substantial change for the better appear rather remote; still most of the large establishments continue to keep their men fairly employed, considering the depression which has so long been experienced. In pig-iron a large quantity continues to be turned out, most of the furnaces being kept in blast. In Coal there is no improvement apparent, more especially to London and the South, to which for a long time past there has been a marked falling off. The trade to the West of England from the Gresley district is also dull, there being much less doing to Worcester, Bromsgrove, and Cheltenham than there was some two or three months ago. With all the disadvantages attending bad trade, sinking operations continue to be actively pushed forward, and at some of the new works the necessary machinery has been put down on the new line of railway, which is exhibiting signs of approaching completion. Several new collieries are being opened out, and the entire route gives every promise of becoming a hive of industry scarcely second to any in the county.

The Sheffield Trades, some of them at least, are showing symptoms of rather more activity than has been observable for some time past. Some descriptions of heavy steel goods are in better request, whilst some of the plate and other mills are doing more than for some time past. In the neighbourhood of Rotherham some of the principal ironworks are becoming rather busy, as are also some of the foundries. At Milton and Elsecar matters remain without any change, the firm for a long time having been well supplied with orders for most qualities of merchant iron. At the Bessemer Works at Penistone, also, good business continues to be done in rails, tyres, axles, and plain steel.

In the Barnsley district the coal and iron trades are without the slightest alteration which can call for notice. The demand for coal for London shows not the slightest signs of improvement, but is, if anything, rather worse than it has been, so that the great falling off during the last three months cannot help being felt by the Great Northern Railway in particular, if it does not seriously affect the next dividend. Whether any steps will be taken to remedy this state of things remains to be seen; it may be said, however, that the colliery proprietors, by reducing the price of their coals to a very low point, have done all they could to avert the loss which they, in common with the railway company, have experienced. To Hull and Grimsby a full average tonnage is being forwarded of steam qualities, a good deal of which is for exportation to the North and other parts of Europe. By way of Goole a fair business is being done for shipment to Lincolnshire and the ports on the East coast, whilst there is not much doing with Lancashire, although coalowners on the Manchester, Sheffield, and Lincolnshire line of railway have reduced their prices to a very low rate indeed, to meet the local producers. So far it may be stated that the trade was scarcely ever more depressed than at present, so that short time—from two to four days a week—is the rule throughout nearly the whole of the district. For coke there is a very fair demand, both for the ironworks in Lincolnshire and other places. Several new collieries are being opened out, and a new coal field in the neighbourhood of Mexborough and Swinton is understood to be about to be developed. It will have the advantage of being on the Midland line, which coalowners who have been subject to the Great Northern rates are now able to appreciate.

Mr. Mark Firth was on Monday re-elected to be Master Cutler of Sheffield during the ensuing year.

**PRESENTATION TO MR. JOSEPH RADFORD, COLLIERY BALIFF TO MESSRS. CHARLES SEELY AND CO.**—On the 8th inst., Mr. Seely invited all the men to a splendid dinner in a marquee, preparatory to the presentation. The men numbered over 600, and with friends and visitors nearly 750. The presentation gifts consisted of an oil painting of Mr. Radford and a beautiful time-

piece, which cost 100l., the whole having been collected amongst the men and friends of Mr. Radford. On the tinplate was the following inscription:—"Presented to Mr. Joseph Radford, baliff to Messrs. Charles Seely and Co., by the workmen and a few friends, as a mark of their esteem while being 40 years employed at the Birchwood Collieries. August 6, 1868."

**STAVELEY WORKS ACCIDENT FUND.**—This fund is working satisfactorily, and has already proved most beneficial to such of the workmen as have received injuries by accident. The following is a recent case:—A man named James Davis had been injured by being run over on the Springfield line, and died shortly afterwards. Although not strictly entitled to benefit, the committee have awarded his widow the handsome sum of 100l.

**A COAL PIT ON FIRE.**—On Saturday morning a coal pit, situated at Park Lane, Ashton, and belonging to Messrs. Mercer and Evans, was discovered to be on fire, the blaze coming up the mouth of the pit. There are four pits in a line, all communicating underground; and at the bottom of one of the pits is a furnace, which, it is supposed, was the cause of the fire. Fortunately, no persons were in the pit at the time, or else the consequences would have been fearful. An alarm was raised, and on the authorities examining the pits they found it was necessary to stop up the mouths of the four pits, which was accordingly done during Saturday, as well as placing steam communication from the engine boilers into the pits and through the stoppings, by which means a quantity of steam would be forced into the shafts. It went on well until about six o'clock on Sunday morning, when a man named Thomas Bromley, a joiner, who had been assisting the previous day in closing the pits, saw steam escaping through the puddled stopping of one of the pits. He stepped on to the puddle and began to tread it down, to prevent steam further escaping, when, by some means or other, the scaffolding underneath gave way, and the poor fellow was precipitated to the bottom of the shaft, a distance of 245 feet. The body of the unfortunate man still remains in the pit, the smoke and heat rendering it utterly impossible for anyone to descend. Mr. Evans states that it will be a month at least before it will be safe to remove the stoppings from the mouths of the pits. This unfortunate affair has thrown between 200 and 300 persons out of employment.

**TEMPING DANGER IN A COLLIERY.**—Thomas Peake, a hurrier at the unfortunate Oaks Colliery, was charged at the Barnsley Court House with a breach of 33d special rule for the regulation of mines, by tampering with a safety-lamp. Isaac Sykes said he saw the defendant take a Stephenson safety-lamp from the nail on which it was hanging, commence working the "trigger" at the bottom, and thus push the wick up till there was a blaze which filled nearly the whole of the lamp, and which could be seen for some distance around. The consequences would have been very serious indeed in the event of the light coming in contact with any of the gas in the pit. The manager said the proceedings were taken at the request of the men working in the pit. The Chairman said the offence was a very serious one, and the Bench were of one opinion as to the punishment to be inflicted, which was three months' imprisonment with hard labour.

**INDUSTRIAL CO-OPERATION.**—The annual general meeting of the great co-operative colliery enterprise, so frequently referred to in the *Mining Journal*—Henry Briggs, Son, and Co. (Limited)—was held at the Colliery School at Whitwood, on Monday (Mr. Henry Briggs in the chair), when the directors reported that the co-operative system, by which the relations between the company and its workmen are regulated, continues to work most beneficially, and, as the directors believe, has largely contributed to the continued prosperity of the company. No trade dispute has arisen during the past year, although a reduction in the current rate of wages to the average of the district has been carried out—the bonus payable to workmen in respect of the extra profits of the year will, however, more than reimburse them that reduction. The profits on the 12 months' working amounted to 23,391l., so that after payment of the February dividend there remained 18,899l. to deal with. The first dividend from this was made by declaring a dividend equal to that paid in February, which absorbed 4500l.; then 6000l. was equally divided as bonus between the shareholders, whilst a further 5000l. was appropriated to writing up 10s. per share on all the issued shares of the company; yet, making all these distributions, and applying 2754l. 3s. to the redemption of debenture bonds, there still remained 284l. 10s. 10d. to carry forward to next account. The whole plant, machinery, and rolling-stock of the company have during the past year been brought to and maintained in an efficient state of repair, and Mr. George Robson, the company's engineer, reports that the permanent property of the company, which is valued at 106 workmen's cottages, is also being erected of a foundry, for the supply of the various castings required at the works, together with saw-mills, sheds, and other improvements, necessary for the more economical repair of the rolling-stock. No serious accident had occurred during the year to the men under his charge, and he was happy to say that they have in all cases displayed great energy in promoting the general prosperity of the company's affairs. The management of the underground works appear to have been as perfect as that of the financial and engineering departments, the underground reports, for the year ending 31st March, showing an increase of nearly 4 per cent. in the output of coal, and that the underground works are in a very efficient state of repair, and capable of largely increased production whenever such is required. Only one fatal accident—by which a boy lost his life at Methley Junction Colliery, through being run over by a pony he had in his charge—occurred during the year, which, considering that the sales of coal amounted to nearly 150,000l., cannot but be considered as highly gratifying. The interest of the meeting was much enhanced by the presence of a large number of the hands employed, many of whom took an active part in the proceedings, and a better proof of the admirable working of the system cannot be desired than that which is afforded by the fact that, whilst under the old system prolonged strikes and other difficulties reduced the concern to the verge of insolvency, no disruption whatever of this kind has taken place since the adoption of the co-operative system, although both advances and reductions have been made, and other necessary adjustments effected.

#### REPORT FROM THE FOREST OF DEAN.

**AUG. 12.**—There is very little improvement perceptible in the Iron and Coal Trades of this district since we last reported; in fact, we are sorry to state that trade generally has never been in so bad a condition as in many of the adjacent districts. The unusually long period of hot weather experienced has now fairly broken up; we may, therefore, reasonably expect a varied and low temperature, merging as it will do into the autumn, when the coal merchants will, no doubt, realise a great improvement in their trade.

A legal case, which has just now been settled without going into Court, has caused a good deal of interest in this district. It appears that a few years ago the Dean Forest Iron Company sold to Mr. John Cooper a portion of their Findall Iron Mine, called the Findall or Scilly-point Level. This portion of the mine was considered to be exhausted, or, at least, to contain iron ore of very little value, but it seems Mr. Cooper thought otherwise, and pushed the purchase to completion, the Dean Forest Iron Company consenting to sell all the ores that may be won above the level of the water line of the aforesaid Findall Level driven in from the side of the hill. Some time afterwards, when the Messrs. Gould Brothers purchased the Sewdley old blast-furnace, they made terms with John Cooper by which they obtained possession of the Findall or Scilly-point Level, to work in their own right, under the same deed of sale and restrictions contained in it that existed between the said Dean Forest Iron Company and John Cooper. It was, however, soon discovered that the Messrs. Gould Brothers did not observe the terms of the deed before referred to, and that they had actually gone down below the level of the water line of the Findall Level, and taken a considerable quantity of iron ore from the Dean Forest Iron Company's property. When a settlement was proposed, and a demand made for the injury done, the Messrs. Gould Brothers refused, and set up such a plea as could not be sustained either in a Court of Equity or by the laws and regulations under which Forest Mines are worked. Counsel's opinion, as well as that of the engineers who were called in, was directly against them; still, in the face of all this, they persisted in defending their false position until the last moment, when they made such proposals of settlement as the Dean Forest Iron Company could, with honour to themselves and justice to their cause, accept. The Messrs. Gould Brothers, we regret to say, have been singularly unfortunate in this as well as the other mining case with which they were identified—the Great Western Deep Coal Company (Limited).

A rather serious accident happened at the Edgchills Mine to a man while employed underground, of whom, however, we are glad to hear that it is not likely to prove fatal. On Saturday night last a fatal accident occurred at a colliery in the Howbeach Valley, worked by a Mr. Holmes. It appears that two brothers, named James, were working together, and had nearly completed their day's work by firing off a shot, but had occasion to break down some large pieces of rock which did not come with the blast, and while in the act of using an iron bar for this purpose a large mass of rock gave way, knocking down both the brothers, seriously injuring the one and killing the other. We regret to add the poor fellow leaves a wife and two children to lament his untimely end.

#### REPORT FROM SCOTLAND.

**AUG. 12.**—In the face of a pretty active export business the price of Pig-Iron has been slightly reduced, partly on account of makers being ready sellers, and partly owing to the influx of pigs from Middlesbrough at depressing rates. The market opened on Monday with nominal quotations, which were yesterday continued, with rather buyers at 52s. 7d. cash; not much business was done, however, either day. To-day no improvement, the only transaction reported being 500 tons at 52s. 7d. cash; closing, buyers, 52s. 7d., sellers 52s. 8d. cash. No. 1, g.m.b., 52s. 9d.; No. 3, 50s. 6d. During the week the shipments of pig-iron reached 14,330 tons, against 13,130 tons in the same week of 1867; there were also imported 1980 tons from Middlesbrough into Grangemouth, for consumption here. The ironmasters have, with one exception, conceded 6d. per day advance to their miners, and are now at peace with them. Makers of Finished Iron, both in this neighbourhood and about Coatbridge, have a fair supply of orders booked, with the prospect of their renewal after the fall

shipments are completed. Contracts are being entered into for forward delivery, a new feature here for some time, and an indication of steadiness and demand, and a hopeful sign that prices are more likely to advance than recede. The present demand being for immediate shipment, the works have the appearance of an unwonted briskness. Angle, plate, and boiler iron are also in extra demand for shipment and home use, a large quantity being required for ship-building on the Clyde. Quotations are—First common bars, 6l. 17s. 6d. to 7l.; second ditto, 6l. 10s. to 6l. 12s. 6d.; nail-roads, 7l.; angle-iron, 7l. 2s. 6d. to 8l. 10s.; plates (ship), 8l. to 9l.; boiler, 9l. to 15l.; rails, 6l. 12s. 6d. to 7l. 2s. 6d.; pipes, 4l. 10s. to 6l., according to size, less the usual discount.

Coals are firmer in price and brisker in demand since the beginning of the month, and although the demand is known to be caused by the autumn shipments, it is expected these will continue till the end of the month, when the household consumption will give coalmasters a chance of advancing prices a little, to meet their past increase on colliers' wages, and prepare for another demand. Very considerable shipments have been made from the east coast to Baltic and northern ports this week, the aggregate from all the Scotch ports being 36,105 tons, against 33,885 tons in the same week of 1867. In most of the mining districts there are ferments of one kind or another. Some miners want short hours, others more just methods of weighing their coal, a third no truck, and all are in for higher wages. There has been a general restriction of work over the entire districts which the secretary can control to four days of eight hours each per week, and these four days are further reduced by a day a week from some cause or other—at one time to cheer McDonald when "hickling" some unfortunate candidate; at another to attend a mass meeting, to hear how they are to be taxed to support men on strike, or to listen to the evils of their condition, and how they are all to be righted by a plan that McDonald has newly discovered for the purpose. This state of agitation is becoming chronic, and is expected to continue, although some of the more heroic of the miners are complaining bitterly of their starvation and their ease. To catalogue the shades of difference at the various works where discontent prevails would only perplex the reader; generally they are as stated above.

Merry and Cunningham have succeeded in sinking some new pits on the Duke of Hamilton's estate, and the Mossend Iron Company have met with a like success with new pits at Orbiston; in both the coal has been "won." The main seam in the first-mentioned pits has been ascertained to measure fully 4 feet in thickness.

Another trial of Mr. R. W. Thomson's patent road steamers, with india-rubber wheel tyres, has been successfully made at Edinburgh, four heavily-laden coal wagons having been drawn from Newbattle Collieries, the load being equal to twice that which it was constructed to draw—the engine is destined for Ceylon. A few days ago it passed, with one heavy wagon in tow, through a number of the steep streets of Edinburgh, and as nothing seemed to come near its limits of climbing, it was headed towards Cockburn-street, and rolled quietly up that steep and crooked street, some parts of which have gradients about 1 in 8 or 9. The French Government have instructed Mr. Leon Rascol, *Ingénieur des Ponts et Chaussées*, to examine and report on the working of Mr. Thomson's road steamer. One steamer is in course of construction for transporting coal over a hilly road, nine miles long, in Derbyshire. It will be necessary to substitute coke instead of coal, the smoke from which is offensive when the road steamers are passing through towns.

A writer in the *Mining Journal* of August 1 (named James Iliffe), quite unknown in this part of Scotland to any of the trade, has undertaken some strictures on the pig-iron market, which partake in a great measure of romance. He says:—

"The raw material in Scotland is now becoming so scarce and dear that the largest makers of pig-iron in Scotland are obliged to import iron ore from Cumberland and other districts in order to keep their present furnaces in blast; and neither they nor any other makers can make their iron at the present prices, in proof of which the Shotts Iron Company's (who are considered to produce iron as cheap, or cheaper, than any other makers) shares are selling at about 16l. dis." That the largest makers import ore from Cumberland, and let me add, from Spain too, is a fact familiar to all who know the trade; but that they are "obliged" to do it is the remark of one who is either grievously ignorant, or, from some cause, anxiously disposed to mislead on the subject. And when it is added, as a proof of the assertion, that while the Shotts Iron Company can produce iron at a cheap rate their shares are selling at 16l. discount, the writer is simply attempting to injure a commercial company by a statement wholly *ex parte*; in fact, no one can read the statement without discovering a certain animus. For the information of the public generally, we may mention that Cumberland ore is imported here for the purpose of mixing with native ores, as is also Spanish; but then it is not to be inferred from this that it is because our ironstone is well nigh used up, or that we cannot work it at a remunerative profit. We have every reason to know that the Shotts Company realise a profit on their minerals sufficient to pay a dividend of 5 per cent., that their 50l. shares have risen from 7l. 10s. to 34l., that they have within a few years wiped off the half of their borrowed money, and written off very heavy valuations. They have also started anew two of their three furnaces at Castlehill, thus rendering an unproductive work one of profit to the company for the future. Their mineral assets also exceed their liabilities, leaving their plant, house properties, and the *Solum* and minerals in all their estates as assets against the price of their shares. It will thus be seen that our friend, Mr. James Iliffe, has been romancing with the Scotch pig-iron market and with some of our Scotch iron companies. He adds further that no Scotch maker can make pig-iron at present prices. This certainly proves that the writer has a great power of assertion, but it is unsustained by any date, and has simply been laughed at and over, both in counting-house and on "Change." The other patents which crowd the paragraph are all alike, visionary and baseless.

**RAILWAY WORKING—IMPROVEMENT.**—The following is an extract from a letter, which has been forwarded to us by Mr. Wm. J. Brewer, dated Goalundo, Eastern Bengal, East Indies, June 26:—"You will be pleased to hear I have invented a method by which a train can work its own points. The points are moved from the train, which works a short lever under the rails, and I have so arranged the points that they are self-locking, and as safe as a church—in fact, the train in the hands of the person working my invention will be as manageable as a patent-safety: the working-gear can be applied to every carriage; there is not one spring in the whole affair, and the weights are used as now. There is a handle for a pointsman, if necessary, I will send you further particulars."

**FRONTINO AND BOLIVIA (SOUTH AMERICAN) GOLD MINING COMPANY.**—The long-expected report from Mr. C. S. de Grieff has been issued to the shareholders. It states that almost the whole of 1867 was spent in correcting abuses, and in partial reform, and very little was able to be done in new works. With the perfect examination which has been made of the mining property in almost all its parts, a perfect scheme can be formed for the working of them, in combination with the mines already established, and the latter will render great assistance to the new establishments; and the progress of all the operations will be more rapid and less costly; and there is sufficient reason to hope that 1868 will be for the company the commencement of an era of permanent prosperity. Mr. Grieff believes, with the improvements he has effected, he can assure the shareholders that within four or five months the company will command a certain and permanent profit. He has paid all that was due by former administrations, reduced cost as far as has been possible, and would continue its reduction as soon as the new works are completed and in activity. The economical administration will improve day by day, as well by the reduction of prices which he has obtained, as also because the company will be able to supply itself in part when the feeding grounds for cattle are cleared and finished, and sugar-cane and yuccas planted, which will done as soon as the mines are established, in such a way as to leave a permanent monthly excess of produce over cost.

**THE LEAD MINES OF FLINTSHIRE.**—MINERA has this week declared a dividend of 6l. per share, making 11l. for the half-year on each 25l. share, being at the rate of nearly 90 per cent. per annum. The original shareholders have thus received in dividends 239l. 13s. per share. The shares are quoted at 190l., or 342,000l. for the mine. GREAT RHODESMOR, in the same stratification geologically, is now working on a lode worth in places from 3 to 8 tons per fm., worth 40l. to 100l.; this lode has already yielded 100,000l. worth of ore, and with the recent erection of the new 80-in. cylinder-engine increasing returns of ore will be made monthly, seeing that the ground is easily wrought, and the various ends and courses of ore to work upon so numerous. The undertaking is in 15,000 shares, 5l. fully paid. Rhodemor will shortly enter the Dividend List, with the present nominal price of 5l. per share will considerably advance in value.

We learn from San Francisco that a railway contractor at that city had made a contract with the Peruvian Government to construct a railroad from Isaly to Arequipa, a distance of 100 miles, for 2,400,000l., being at the rate of 24,000l. per mile. The line is to be completed in three years.



In Chancery.

WRIGHT v. WRIGHT.

## ADVERTISEMENT FOR TENDERS.

PERSONS DESIROUS TO TENDER for the COLLIERIES and BRICKWORKS of THOMAS NORTH, late of Basford Hall, in the county of Nottingham, coalmaster, deceased, the testator in this Cause, are, on the 3d day of November, 1868, to SEND IN TENDERS for the PURCHASE of the said COLLIERIES and BRICKWORKS under sealed covers, marked "Wright v. Wright," directed to JOHN ARTHUR BUCKLEY, Esq., the Chief Clerk of Vice-Chancery Sir RICHARD MALINS, at his Chambers, situate at No. 3, Stone-buildings, Lincoln's Inn, London, by whom such tenders will be opened at Two o'clock in the afternoon of that day, when all parties tendering are at liberty to attend.

Full particulars of the property to be tendered for, and the form of tender, may be seen at the office of Messrs. WELBY and WING, Nottingham, the plaintiff's solicitors, between the 31st of August and the 20th of October, 1868, both inclusive.

The plaintiff, who is a mortgage creditor for a large amount of the testator, has, under an Order of the Vice-Chancery, obtained leave to tender for the property, and a right has by such order been reserved to him, subject to the consent of the defendant and the approval of the Court, to elect, on or before the 17th November, 1868, that neither of the tenders made should be accepted, in which case the property will be sold by auction, with the approval of the Court, in the course of the ensuing year; but failing such election, consent, and approval within the period aforesaid, the highest tender will be accepted, on the condition of the party making it signing on or before the 30th of the same month, and in this respect time is to be deemed of the essence of the condition. A formal contract as to payment of deposit (not exceeding 5 per cent.), commencement of abstract, title, time for completion of purchase, and all other necessary provisions, to be approved of by the Court, and submitted to the said party on or before the 20th of the same month of November.

J. A. BUCKLEY, Chief Clerk.

## ELIGIBLE FREEHOLD BUILDING SITES.

THE ATTENTION OF BUILDERS and others is called to the PLANS of the following ESTATES, on which ADVANCES will be made, and LEASES GRANTED on liberal terms, or the PLOTS may be PURCHASED, and the cost thereof paid in easy monthly or other instalments:—

- 1.—CLAPHAM JUNCTION ESTATE (BOLINGBROKE PARK).
- 2.—ROEHAMPTON AND PUTNEY (WANDSWORTH ROAD).
- 3.—REDHILL ESTATE (WATERSLOADE).

(The above are in East Surrey.)

1.—ST. MARGARET'S, TWICKENHAM AND ISLEWORTH, MIDDLESEX.

2.—HOLLOWAY (UPPER), YORK ROAD AND JUNCTION ROAD (ditto).

3.—FOREST GATE ESTATE, close to the Station, SOUTH ESSEX.

4.—FINCHLEY, near the Station, MIDDLESEX.

On all the above properties roads and drainage are provided.

For plans and particulars, apply at the offices of the CONSERVATIVE LAND SOCIETY, 33, Norfolk-street, Strand, London, W.C.

CHARLES LEWIS GRUNEISEN, Secretary.

## WELSH SLATE QUARRY.

GREEN AND BLUE SLATE QUARRY.—Within 150 yards of a railway station, and with a main line of railway passing through the property—and within two miles of a shipping-port, accessible by the same railway to the ship's side.

The OWNER of this VALUABLE PROPERTY is OPEN to TREAT either for PARTNERSHIP or a COMPANY. In either case he desires to retain a moiety of the property. There is ample tip, the slates are of the finest colour and quality, and the working (without machinery) will be of the most inexpensive kind. The slates have been proved for a century, but the railway facilities have only been recently obtained.

Apply to Mr. THOMAS HARVEY, Segontium-terrace, Carnarvon, 14th August, 1868.

TO MANUFACTURERS OF YELLOW METAL, MERCHANTS, AND OTHERS.

## CAUTION.

WHEREAS, it has recently come to the knowledge of the directors of ELLIOTT'S PATENT SHEATHING AND METAL COMPANY (LIMITED) that quantities of YELLOW METAL made by other Manufacturers have been exported to India and elsewhere, bearing a FRAUDULENT IMITATION of the exclusive BRAND or TRADE MARK of the company for Metal of that description—namely, a representation of a Rupee, with or without the word "soft" printed thereunder.

NOTICE IS HEREBY GIVEN, that in case any manufacturer, or other person, shall STAMP, IMPRESS, or AFFIX to or on any YELLOW METAL not made by the said company, the said BRAND or TRADE MARK, or any colourable imitation thereof,—or in case any merchant or other person shall EXPORT or SELL any such Yellow Metal so marked as aforesaid,—PROCEEDINGS will forthwith be COMMENCED against such manufacturer, merchant, or other persons, to RESTRAIN him or them from such wrongful acts as aforesaid, and RECOVER DAMAGES in respect thereof.

RYLAND AND MARTINEAU, Solicitors to the said Company, Birmingham, August, 1868.

RAILWAY WAGON WORKS, BARNSLEY.

MESSRS. G. W. AND T. CRAIK

ARE PREPARED TO

SUPPLY COAL AND COKE WAGONS

OF EVERY DESCRIPTION,

Either for cash, or by deferred payments through wagon-leasing companies.

WAGONS PROMPTLY REPAIRED.

COAL WAGONS.

RAILWAY WAGONS, capable of CARRYING SIX TONS OF

COAL, TO BE LET BY THE MONTH or YEAR, upon favourable terms.

Address, B Box, Post-Office, Hereford.

LOCOMOTIVE TANK ENGINES FOR MINES AND

COLLIERIES.

HENRY HUGHES AND CO.,

FALCON WORKS, LOUGHBOROUGH,

Have ALWAYS IN PROGRESS, and can SUPPLY at short notice,

TANK ENGINES

To suit any gauge of railway and gradients from 1 in 16.

THE BEVERLEY IRON AND WAGON COMPANY

(LIMITED),

MANUFACTURERS OF RAILWAY WAGONS, WHEELS

AXLES, LORRIES, CARTS, WOOD WHEELS, &c.,

IRONWORKS, BEVERLEY, YORKSHIRE.

ESTABLISHED MORE THAN HALF A CENTURY.

THE TAVISTOCK FOUNDRY, IRONWORKS,

AND HAMMER MILLS,

which have been carried on for more than half a century by

MESSRS. GILL AND CO.,

and obtained a

HIGH REPUTATION FOR

SHOVELS AND OTHER TOOLS,

as well as for

ENGINEERING AND FOUNDRY WORK.

have been purchased by

MESSRS. NICHOLLS, MATHEWS, AND CO.,

BEDFORD IRONWORKS, TAVISTOCK.

For thirty years Messrs. NICHOLLS, MATHEWS, and Co., have been the proprietors of the latter works, but are now about to leave the

TAVISTOCK FOUNDRY,

where, having the advantage of a never-failing stream of water of upwards of 200-horse power, they will have increased facilities for speedily and satisfactorily executing all orders entrusted to them.

Address,—

MESSRS. NICHOLLS, MATHEWS, AND CO.,

TAVISTOCK FOUNDRY, TAVISTOCK.

PIG LEAD.

MESSRS. WESTON AND COLLINGBORN SOLICIT ORDERS

FOR SOFT PIG LEAD, which they are producing of the very best quality

Prices on application.

WORKS,—SWINFORD, GLOUCESTERSHIRE.

OFFICE,—18, PETER STREET, BRISTOL.

AMERICAN MINES.

MR. R. P. ROTHWELL, Mining Engineer and Metallurgist,

OFFICE,—WILKES-BARRE, PENNSYLVANIA, U.S.,

Having a LARGE EXPERIENCE IN EUROPEAN AND AMERICAN MINES,

can FURNISH RELIABLE INFORMATION on the VALUE OF MINERAL

PROPERTY in any part of the UNITED STATES or the dominion of CANADA.

## COPPER MINE AUCTION.

On the 28th SEPTEMBER next, at Eleven o'clock in the forenoon,

## THE REICHENBACHER COPPER MINE

(Situate at three miles distance from the Bensheim Railway Station on the Maine-Neckar Railway)

Will, with the BUILDINGS, MACHINES, &amp;c., &amp;c., thereto appertaining, be DEFINITELY PUT UP FOR SALE, BY PUBLIC AUCTION.

Further particulars can be had at the mine of Surveyor BEUTEL; or by letter (post paid) of Hof-Gerichts-Advocat BUCHNER II., Darmstadt.

Zwingenberg, the 20th July, 1868.

BRUMHARD.

In the Court of the Vice-Warden of the Stannaries.  
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the GREAT WHEAL BUSY MINING COMPANY.—TO BE SOLD, BY PUBLIC AUCTION, at and upon the GREAT WHEAL BUSY MINE, in the Parish of Kewynn, in the county of Cornwall, under the direction of the Registrar of this Court, on Monday, the 24th day of August next, at Twelve o'clock at noon, subject to such conditions as shall be then and there produced, in One or more Lots, as may be then and at that time agreed on, the undermentioned

MACHINERY, PITWORK, AND MATERIALS—viz.:  
ONE PUMPING ENGINE, 36 in., with ONE BOILER, complete.  
FOUR 11 in. BOILERS, at great engine, three in boiler-house and one outside.  
ONE WHIM ENGINE, 20 in., 7 ft. stroke, with ONE BOILER and boilerwork, fly-wheel and cage, complete.  
22 in. PUMPING ENGINE, with ONE BOILER.  
20 9 ft. 14 in. pumps.  
18 9 ft. 12 in. 13 in. ditto.  
1 19 in. 11 1/2 ft. pole case.  
1 19 in. 11 ft. matching piece.  
1 19 in. door piece.  
1 13 in. 6 ft. clack seat piece.  
1 12 in. H and top door piece.  
1 12 in. 10 ft. windbore.  
1 12 in. 4 ft. windbore.  
1 13 in. 6 ft. ditto.  
3 ft. 14 in. matching piece.  
6 ft. 11 in. ditto.  
6 in. H-piece.  
2 14 in. 11 1/2 ft. water barrels, stamps, heads and lifters, tongues and cases.  
And numerous other articles.  
Together with the account-house and office furniture, and a variety of other materials and effects in general use in mines.

To view the above, or any part thereof, application should be made to Mr. SAMUEL OSBORNE, the officer of the Court in charge thereof.

(Agent for Messrs. Stephens, Prance, & Jago, Solicitors, Plymouth).  
Dated Registrar's Office, Truro, August 5, 1868.

In the Court of the Vice-Warden of the Stannaries.  
Stannaries of Devon.

IN the MATTER of the COMPANIES ACT, 1862, and of the WHEAL EXMOUTH MINING COMPANY.—By an Order made by His Honor the Vice-Warden of the Stannaries, in the above matter, dated this 12th day of August instant, on the petition of James Hampton, of Bodmin, within the Stannaries of Cornwall, a contributory and also a creditor of the said company, IT WAS ORDERED that the said WHEAL EXMOUTH MINING COMPANY should be WOUND UP by this Court under the provisions of the Companies Act, 1862.

(Agents for H. S. Stokes, Bodmin, Solicitor for the Petitioner).  
Dated Truro, August 12th, 1868.

In Chancery.

BEESTON MANOR COLLIERIES AND IRONWORKS, LEEDS.

TO BE SOLD, BY AUCTION, pursuant to a Decree of the High Court of Chancery, made in a Cause of Dawson v. Cropper, with the approval of His Honour the Vice-Chancery Sir RICHARD MALINS, by Mr. THOMAS SCRASE BEST (of the firm of Messrs. Hardwick, Best, and Young), the person appointed by the said Judge, at the White Horse, in Leeds, on Wednesday, the 9th day of September, 1868, at Two for Three o'clock P.M. precisely.

The IMPORTANT COLLIERIES and IRONWORKS, late the property of Messrs. A. Harding and Co., at BEESTON, held under several leases from the Lords of the Manor of Beeston and Sir Thomas Beckett, the trustees of Matthew Bateson, Esq., and others, comprising the following BEDS of COAL and IRONSTONE—namely:

The BEESTON BED of COAL, of which about 85 acres were ungot in Oct., 1867.

The BLACK BED of COAL, of which about 145 acres were then ungot.

The CROW COAL.

Also the UPPER and LOWER BEDS of IRONSTONE, one of them lying above the Beeston Bed of Coal, and the other lying between the same and the Black Bed of Coal.

Together with the above Collieries and Ironworks, will be sold the ENGINES, RAILWAYS, ROLLING STOCK, and PLANT of every description.

Particulars and conditions of sale, and further information, may be obtained, gratis, in London, of Messrs. HAWKINS, PATERNON, SNOW, and BURNBY, of No. 40, Chancery-lane; Messrs. CHESTER and BURGHEAT, of Staple Inn; and in the country, of Messrs. DIBB and ATKINSON, Solicitors, Butt's-court, Leeds; Messrs. BRETT, HARRISON, and KEARSEY, Solicitors, Manchester; Messrs. HARDWICK, BEST, and YOUNG, Auctioneers, Leeds; and at the place of sale, FREDC. ERS. EDWARDS, Chief Clerk.

Dated this 23d day of July, 1868.

VALUABLE MINING MACHINERY AND MATERIALS, FOR SALE, BY AUCTION, AT GRAMBLER AND ST. AUBYN MINES, IN THE PARISH OF GWENNAP

(Within one mile of the Redruth Station of the West Cornwall Railway).

MESSRS. MICHELL AND SON (of Littlebeside) are instructed to SELL, BY AUCTION, on Wednesday, the 19th inst., at

GRAMBLER AND ST. AUBYN MINES,

The WHOLE of the MACHINERY and MATERIALS thereon, consisting of—

An excellent 60 in. cylinder ENGINE, 10 ft. stroke in the cylinder and 9 ft. in the shaft, and BOILER about 13 tons:

An 18 in. cylinder WINDING ENGINE, 4 ft. stroke, with cage and fly-wheel, and BOILER about 7 1/2 tons:

Large balance bob; ironwork for large balance bob; new shears, 53 ft. high, with shelves; 8-arm capstan; 11 1/2 in. capstan rope, 175 fms. long, and nearly new; horse whim, with shaft tackle, complete.

20 10 in. 9 ft. pumps, with bottoms.

40 9 in. 9 ft. pumps, complete.

38 8 in. 9 ft. pumps, complete.

2 10 in. plunger poles, with

1 9 in. ditto stuff-box and gland.

1 8 in. ditto

1 7 in. ditto

1 6 in. ditto

1 1/2 in. working barrel, 10 1/2 ft. long.

1 7 in. ditto

1 8 in. sinking windbore.

2 8 in. flat-bottom ditto.

1 4 in. ditto

2 kibble moulds.

1 40 in. smith's bellows.

1 36 in. ditto

2 anvils.

2 vices.

Two excellent wood houses; a good miners' dial; several tons of new and old iron; new and old timber; smiths' and miners' tools; pulleys and stands; iron stave ladders, air pipes, launders, large beam and scales, brass and iron weights, machine and horse wheel kiddles, screw stocks, taps and plates, bucket prongs with brass frames, large and small shelves, and a quantity of other materials, particulars of which will appear in catalogues.

Also the ACCOUNT-HOUSE FURNITURE, iron safe, &c.

A punctual attendance is solicited. Refreshments will be on the table at Eleven o'clock, and the sale will commence at Twelve precisely.

Any further particulars may be obtained at the mine; or from the purses, F. D. DARR, Esq., Redruth; or from the Auctioneers, at Littlebeside, or Church Cottage, Perrarabuloe.—Dated Littlebeside, August 5, 1868.

## BEDLINGTON IRONWORKS.

MR. N. HURST (Auctioneer) WILL OFFER FOR SALE, BY PUBLIC AUCTION, at the Queen's Head Hotel, Pilgrim-street, Newcastle-upon-Tyne, on Friday, August 21, 1868, at Two for Three o'clock in the afternoon,

All that MANSION HOUSE and IRONWORKS, with the COTTAGES and OFFICES, and the entire PLANT, TOOLS, and accessories necessary to the current going of the said works, comprising PUDDLING and ROLLING MILLS, FURNACES, FORGE, FOUNDRY, with powerful condensing and other ENGINES, STEAM HAMMERS, BOILERS, LATHES, PUNCHING and SHEARING MACHINES, ROLLERS, PATTERNS, &c., together with TWENTY NEW COTTAGES, called "Puddler's Row."

These works are situated on the River Blyth in the County of NORTHUMBRIA, accessible by craft, and have railway communication with the Blyth and Tyne, and thence by North-Eastern, Wansbeck Valley, and North British Railways. They are surrounded by numerous collieries, and coals can be had at a cheap rate.

The mansion house, works, cottages, &c., are held on lease for a long term of years at a low rental. Copies of the leases may be seen on and after August 8, at the office of Messrs. STANTON and ATKINSON.

The works can be inspected by applying on the premises.

Inventories, particulars, and conditions of sale, will be ready on August 8, and may be obtained on application to Messrs. J. and N. G. CLAYTON, Solicitors, Sandhill, Newcastle; Messrs. STANTON and ATKINSON, Solicitors, 72, Pilgrim-street, Newcastle; or to N. HURST, the Auctioneer, 45, Sandhill, Newcastle-upon-Tyne.

A portion of the purchase money may remain on mortgage if required.

A TANK LOCOMOTIVE FOR SALE, suitable for COLLIERY or CONTRACTORS' WORK. Has had a thorough repair. Also, ONE 8-ton NEW COAL WAGON, with very strong horn blocks, wheels, and axles.

For full particulars, apply to JAMES LOCKEY, Engineer, Peasley Cross, near St. Helen's, Lancashire.

FOREST OF DEAN, GLOUCESTERSHIRE.

VALUABLE FREEHOLD RESIDENTIAL ESTATE AND MINERAL PROPERTY AT BREAM.

MESSRS. BRUTON AND KNOWLES WILL SELL, BY AUCTION, at the Spread Eagle Hotel, Gloucester, on Tuesday, the 25th day of August, 1868, commencing at Four o'clock, in One Lot, all those HIGHLY VALUABLE FREEHOLD ESTATES, known as

## PASTOR'S HILL AND BROCKHOLLANDS,

Most eligible situate near to the important village of BREAM, and about two miles from the market town and railway-station of LYDNEY, comprising a SUPERIOR RESIDENCE and AGRICULTURAL BUILDINGS, known as PASTOR'S HILL HOUSE; COTTAGE and BUILDINGS, known as BROCKHOLLANDS; FIVE COTTAGES and small COTTAGE RESIDENCE, known as LANGGETTS; and about 215A. OR. 23P. of productive PASTURE, ARABLE, and WOODLAND, lying in a ring fence, and bounded by lands of Rev. William Bathurst, Forest of Dean, &c.; together with the RIGHTS and ROYALTIES on and in respect of all the COAL and IRON MINE lying beneath the said lands.

The estate is well timbered, commands unusually fine and diversified views of the Bristol Channel, the River Severn, the rich vale of Berkeley, and some of the finest portions of the Forest of Dean. It is well watered, possesses valuable stone quarries, and is approached by the high road from Lydney to Coleford and Monmouth, and to which it has a considerable frontage.

The estate is near to the daily increasing mineral and other works in the Forest, and is admirably adapted for the residence of a capitalist interested in those works, whilst its contiguity to the South Wales Railway affords ready means of access to all parts of the kingdom.

Beneath the estate are extensive and very valuable tracts of coal and iron, which have, pursuant to the laws and customs affecting mineral property in Her Majesty's Forest of Dean, been galed or granted to various parties; and the purchaser of this estate will on the working of the said gales become entitled to valuable royalties on all the coal and iron mine raised, and that without incurring any expense or liability in respect of the working of the said mines.

Particulars and plans may be had at the place of sale; Feathers Hotel, Lydney; or Messrs. R. S. TAYLOR and SON, solicitors, 3, Field-court, Gray's Inn, London; or of BRUTON and KNOWLES, land surveyors, &c., Gloucester.

## SALE OF IMPORTANT MINING PROPERTY AND MACHINERY

IN IRELAND.

TO BE SOLD, BY PRIVATE CONTRACT, the SETT or LEASE of the

## HOLYFORD MINE.

Situated in the Parish of TOEM, in the County of TIPPERARY, IRELAND, together with the VALUABLE MACHINERY and MATERIALS now on the mine.

The lease under which the mine is held is for 21 years from September, 1866, at a royalty of 1-16th, and comprises 893 acres in the townlands of Follinacuduff and Lackenacree. Copper ore, realising £105,000, was sold between the years 1848 and 1857. Since May, 1867, 80 tons of ore, averaging from 15 to 17 per cent. produce, have been sold, realising £1000, on an average of upwards of £12 per ton.

The MACHINERY includes a 40-in. cylinder ENGINE, nearly new; a 12-in. horizontal ditto; PUMPS, PUMPING GEAR, and all other necessary apparatus.

The property is about ten miles from the Limerick Junction Station of Great Southern and Western Railway, and eight miles from the Oola Station on the Limerick and Waterford Railway.

Further particulars can be obtained from Wm. LEWIS, Esq., Dawson-street, Dublin; and J. H. MURCHISON, Esq., 8, Austinfriars, London, where also an inventory of the machinery, &c., can be inspected.

Tenders to be addressed to the Liquidators of the Holyford Mining Company (Limited), 8, Austinfriars, London, on or before the 19th August, 1868.

The Liquidators do not bind themselves to accept the highest or any offer.

## NORTH DEVON SILVER-LEAD MINE,

COMBEMARTIN, NEAR ILFRACOMBE.

TO BE SOLD, BY PRIVATE CONTRACT, in One Lot, the WHOLE of the MACHINERY of the above mine, consisting of a 28 and 56 in. Sims' combined cylinder ENGINE, with 10 ton tubular BOILER; 4 fms. 8 and 9 in. PUMPS; a WATER-WHEEL; ORE CRUSHER; 4 heads STAMPS; and all other materials necessary for the working of the mine, the whole of which is in excellent condition.

A renewal of the lease, comprising more than 500 acres, may be obtained on very easy terms.

The mine is well situated in regard to the shipment of coals, ores, &c., and contains very productive silver-lead lodes, one of which was for some time worth more than £100 per fathom.

Apply to Mr. THOMAS FIDLER, Newbury.

TO BE LET, THE ANTIMONY MINES OF GLENDINNING,

near LANGHOLM, the property of Sir FREDERIC JOHN WILLIAM JOHN STONE, of Westerhall, Baronet. The works have not been in operation since 1799, but they have just been carefully reopened, and now are in order for examination by parties desirous to carry them on; the distance is about twelve miles from Langholm Station of the North British Railway, which gives ready access to London, Liverpool, and other markets. Canobie Colliery is on the line of railway, where the price of coal is moderate, or it can be had at Langholm Station at nearly as moderate a price as at the coal pit.

Specimens of the ore will be seen at the mines, and information afforded on application to THOMAS C. BORTHWICK, Esq., Hopsgill, by Langholm; or Messrs CAMPBELL, ESPIE, and BELL, V.S., 6, Rutland-square, Edinburgh; or Messrs JOHN and G. H. GEDDES, Mining Engineers, 9, Melville-crescent, Edinburgh.

TO IRONMASTERS AND OTHERS.

TO BE LET, and entered upon in February next, a VALUABLE

CARBONIFEROUS



## Admission of Admiralty Pupils.

## SCHOOL OF NAVAL ARCHITECTURE, ETC., ADMIRALTY.

**THE LORDS COMMISSIONERS OF THE ADMIRALTY** hereby give notice that the ARRANGEMENTS for the ADMISSION of PERSONS, not already in the Government service, to the Royal School of Naval Architecture and Marine Engineering, as ADMIRALTY PUPILS will, for the present year, be as follows:—

Candidates must not be less than 18 or more than 21 years of age, and must have served at least two years in private shipbuilding or engineering establishments, or must give satisfactory proof that they have in some way been so connected with shipbuilding or engineering operations as to become well grounded in the elementary principles and practice thereof.

The pupils will be selected by competitive examination, the subjects for which, and numbers of marks assigned for each, are as follows:—

Pure mathematics, including arithmetic, mensuration, geometry (plain and descriptive), plane trigonometry, and the elements of the differential and integral calculus ..... 2500

Applied mathematics, including mechanics and hydrostatics ..... 1000

Practical shipbuilding, including laying-off (for shipwrights' candidates only) ..... 2500

Practical marine engineering (for engineers' candidates only) ..... 2500

French ..... 500

Elements of physics and chemistry ..... 750

English grammar and composition ..... 750

Geography and history ..... 750

No candidate will be admitted who does not obtain at least two-thirds of the full number of marks in the two first-named subjects, and three-fifths of the full number, either for practical shipbuilding or marine engineering.

The last four subjects, although counting in the competition, will not be considered obligatory.

The candidates who may be selected will be treated, while attached to the school, in all respects as the Admiralty pupils; they will receive wages the same as dockyard apprentices, commencing at 1s. 6d. per day for six days per week for first year, and increasing yearly 3d. per day till it reaches 2s. per day; and in addition a subsistence allowance of 3s. per day for seven days per week while away from their homes, either at the school or in the dockyards.

Seven months of each year—viz., from October till May—will be devoted to study at the school, and the remaining five months to actual work and the acquisition of practical knowledge in the dockyards.

It is to be understood that the Admiralty make no engagements to employ these pupils after the completion of their course of study; and they must rely on their own worth as educated naval architects for obtaining employment in their subsequent career. The number of such pupils to be selected this year is one hundred and one.

Persons desirous of competing must forward their names, with a certificate of birth, and of the grounds on which they consider themselves practically qualified, enclosing proper certificates to that effect, to the Secretary of the Admiralty, not later than the 1st September.

The candidates should also state whether they wish to be examined as engineers or shipwrights.

The examination will take place on the 28th September and three following days.

By command of their Lordships, HENRY GORDON LENNOX.

## Contracts for Wheat, Oats, Pepper, and Raisins.

## CONTRACT DEPARTMENT, ADMIRALTY, SOMERSET HOUSE.

**THE COMMISSIONERS** for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice that, on MONDAY, the 17th instant, at Twelve o'clock at noon, they will be READY TO TREAT with such persons as may be WILLING TO CONTRACT for SUPPLYING and DELIVERING into Her Majesty's Victualling Stores at Deptford, the undermentioned Articles—viz.:

WHEAT, 15,000 imperial bushels, to be tendered for at rates per 100 lbs.

OATS, 2500 imperial bushels, to be tendered for at rates per 100 lbs.

PEPPER, 12,000 lbs., to be tendered for at rates per 100 lbs.

RAISINS, 25,000 lbs., to be tendered for at rates per 100 lbs.

One-half of each quantity to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred, by the party tendering.

Tenders may be made for the whole or any portion of the articles. Separate tenders are to be made for each article.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection in accepting the tenders.

The pepper and raisins to be exempted from the Customs' duties, and parties tendering are to state where they are lying.

Samples of the wheat and oats (not less than two quarts of each), of the pepper (not less than 2 lbs.), and of the raisins (not less than 3 lbs.), must be produced by the parties tendering.

No wheat tendered is to be of less weight than 60 lbs. per bushel, and no oats of less than 42 lbs. per bushel.

No tenders will be received unless made in accordance with the above denomination of quantities and rates; and contractors in claiming payment for articles supplied are to make out their invoices in accordance therewith, both as to quantities and rates, excepting those for wheat and oats, the invoices for which are to be in lbs.

No tender will be received unless made on the printed form provided for the purpose, which may be obtained on application in the lobby of the Department of the Controller of Victualling, Admiralty, Somerset House, where the conditions of the contracts may be seen.

No tender will be received after Twelve o'clock at noon on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and to his proposed sureties in writing, when, but not before, the rejected samples are to be removed.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for" and must also be delivered at the Department of the Controller of Victualling, Admiralty, Somerset House.

By order, ANTONIO BRADY, Registrar of Contracts and Public Securities.

Contract Department, Admiralty, Somerset House, Aug. 6, 1868.

## Contract for Staves and Iron Hoops.

## CONTRACT DEPARTMENT, ADMIRALTY, SOMERSET HOUSE.

**THE COMMISSIONERS** for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice that on TUESDAY, the 18th August next, at Twelve o'clock at noon, they will be READY TO TREAT with such persons as may be WILLING TO CONTRACT for SUPPLYING and DELIVERING into Her Majesty's Victualling Stores at Deptford, Gosport, and Plymouth, the undermentioned ARTICLES—viz.,

	Quantity.	No.
DEPTFORD. { BALTIC PIPE STAVES (new fresh) .....	30,000	
{ DITTO HOGSHEAD DITTO (ditto) .....	26,000	
{ QUEBEC PIPE STAVES (ditto) .....	15,000	
{ FUME BARREL STAVES (ditto) { long .....	80,000	
{ { short .....	80,000	
GOSPORT .... QUEBEC PIPE STAVES (ditto) .....	4,800	
	Length. Wire. Quant.	
	Ft. in. gauge. In. Lbs.	
NEW IRON BUTT HOOPS .....	8 2	11,200
	7 10	44,800
	7 6	44,800
	7 0	44,800
	6 7	44,800
	6 3	33,600
	5 9	22,400
	5 5	11,200
DITTO STOUT PLATE HOOPS .....	6 1	17,920
	5 11	12,000
	5 9	11,200
	5 5	11,200
	5 1	11,200
	4 10	15,680
	6 8	11,200
	6 2	4,480
	5 11	4,480
	6 1	6,720
	5 9	11,200
DITTO SLIGHT PLATE HOOPS .....	5 5	8,960
	5 1	11,200
	4 10	8,960
	9 2	13,440
	7 6	17,920
PLYMOUTH. NEW IRON SLIGHT PLATE HOOPS .....	25 0	11 1-10 5,000

One-half of each of the said quantities to be delivered within two months from the date of the acceptance of the tender, and the remainder within two months afterwards, or earlier if preferred by the party tendering.

The staves are to be tendered for at per 100 number, and the iron hoops at per 1000 lbs.

Tenders may be made for the whole or any portion of the articles, but separate tenders will be made for each port, and no attention will be paid to any offers not so made.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection in accepting the tenders.

Samples of the articles may be seen at the Victualling Yards at Deptford, Gosport, and Plymouth.

No tenders will be received unless made in accordance with the above denomination of quantities and rates, and contractors in claiming payment for supplies are to make out their invoices in accordance therewith, both as to quantities and rates.

No tender will be received unless made on the printed form provided for the purpose, which may be obtained on application in the lobby of the Department of the Controller of Victualling, Admiralty, Somerset House, and at the Victualling Yards at Deptford and Plymouth.

Particular attention is called to the conditions of the contracts, which may be seen in the said lobby, and at the Victualling Yards at Gosport and Plymouth.

No tender will be received after Twelve o'clock at noon on the day of treaty; and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and to his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for" and must also be deli-

vered at the Department of the Controller of Victualling, Admiralty, Somerset House.

By order, ANTONIO BRADY, Registrar of Contracts and Public Securities.

Contract Department, Admiralty, Somerset House, July 31, 1868.

**NICHOLLS, MATHEWS, AND CO., ENGINEERS,** TAVISTOCK FOUNDRY, TAVISTOCK.

MANUFACTURERS OF STEAM ENGINES OF EVERY DESCRIPTION, made on the BEST AND NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the MANUFACTURE of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS OF EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS OF ANY SIZE. CHAINS made of the best iron, and warranted. MINERS' TOOLS and RAILWAY WORK OF EVERY DESCRIPTION.

ALL ORDERS FOR ABROAD RECEIVE THEIR BEST ATTENTION.

NICHOLLS, MATHEWS, and Co. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, MATHEWS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

**WILLIAMS'S PERRAN FOUNDRY COMPANY,** PERRANWORTHAL, CORNWALL.

MANUFACTURERS OF STEAM PUMPING and EVERY OTHER KIND of ENGINES, together with BOILERS, PUMP CASTINGS, and MINING TOOLS of every description, of the very best quality. Estimates given for the supply of any amount of machinery.

London Agent.—Mr. EDWARD COOKE, 76, Old Broad-street, London, E.C.

**RAILWAY CARRIAGE COMPANY (LIMITED)** ESTABLISHED 1847.

OLDBURY WORKS, NEAR BIRMINGHAM.

MANUFACTURERS OF RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment over a period of years.

RAILWAY WAGONS FOR HIRE.

CHIEF OFFICES.—OLDBURY WORKS, NEAR BIRMINGHAM.

LONDON OFFICES.—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

**THE BIRMINGHAM WAGON COMPANY (LIMITED)** MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.

EDMUND FOWLER, Secy.

WAGON WORKS.—SMETHWICK, BIRMINGHAM.

Loans received on Debenture; particulars on application.

London Agent.—Mr. E. B. SAVILE, 67, Victoria-street, Westminster, S.W.

**STAFFORDSHIRE WHEEL AND AXLE COMPANY** (LIMITED AND REDUCED). MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRACTORS' WHEELS and AXLES, and other IRONWORK used in the CONSTRUCTION OF RAILWAY ROLLING STOCK.

OFFICES AND WORKS, HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

LONDON OFFICE.—118, CANNON STREET, E.C.

**WILLIAM HANN AND SON** beg to offer to SUPPLY COLLIERY OWNERS, and the public generally, with their PATENT SAFETY LAMP.

Which has been proved INEXPLOSIVE in a current of gas of 44 feet per second. Is simple in its construction, burns well, and is in every respect a practicable lamp.

Orders received by—

WILLIAM HANN AND SON, HETTON COLLIERY, NEAR FENCE HOUSES.

ESTABLISHED 1847.

**H. STATHAM AND COMPANY,** MANUFACTURERS OF EVERY DESCRIPTION OF INDIA RUBBER AND GUTTA PERCHA VALVES, &c., WASHERS, BUFFERS, HOSE PIPES, TUBING, STEAM PACKING, BELTING, BLASTING TUBE FOR NITRO-GLYCERINE POWDER, AIR AND WATER PROOF ARTICLES.

To proprietors of mines, quarries, mills, railway and steamboat companies, and all large consumers, most advantageous terms are offered.

ANY ARTICLE MADE TO SKETCH OR PATTERN.

PRICE LISTS AND SAMPLES ON APPLICATION.

11, CORPORATION STREET, MANCHESTER; IRWELL WORKS, SALFORD.

WILTON'S MATHEMATICAL INSTRUMENT ESTABLISHMENT REMOVED from St. Day to A. JEFFERY'S, CAMBORNE.

W. H. WILTON begs to thank his friends for their very liberal support for so many years, and informs them that he has now declined business in England in favour solely of Mr. A. JEFFERY, MATHEMATICAL INSTRUMENT MAKER, CAMBORNE, whom he considers (having been an assistant to his father for several years) is in every way capable of creditably maintaining the good name universally awarded to Wilton's instruments.

**A. JEFFERY** Respectfully begs to inform Mine Managers, Surveyors, Engineers, &c., that having purchased Mr. Wilton's business, and the very valuable acquisitions and appliances belonging thereto, he has enlarged his Mathematical Instrument Manufactory, and is prepared to supply THEODOLITES, DIALS, POCKET DIALS, LEVELS, TRAVELLING AND PLAIN PROTRACTORS, CASES OF DRAWING INSTRUMENTS, MEASURING CHAINS and TAPES, ASSAYERS' SCALES and WEIGHTS, ENGINE COUNTERS, and, in short, every description of Instruments used in SURVEYING, MEASURING, MAPPING, &c.

Repairing in all its branches promptly attended to.

**ASSAY OFFICE AND LABORATORY,** No. 2, CROWN CHAMBERS, CROWN COURT, THREADNEEDLE STREET.

CONDUCTED BY W. F. RICHARD, F.C.S., &c. (Late MURPHY and RICHARD).

Assays and analyses of every description of mineral and other substances, manures, &c.

Gentlemen going abroad for mining purposes instructed in assaying, and the most improved methods of reducing gold, silver, and other metals.

MINING PROPERTIES INSPECTED AND REPORTED ON.

**CREASE'S NEW AND IMPROVED PNEUMATIC TUNNELLING ENGINE.**

THE PROPRIETORS of this INVENTION, in order to bring its CAPABILITIES more prominently before the PUBLIC, are OPEN TO TAKE CONTRACTS FOR DRIVING LEVELS.

Preference will be given to ADIT LEVELS and those places where ROTARY MACHINERY is in use, and can be applied to driving the AIR COMPRESSOR.

Address—E. S. CREASE, 7, Hoe-street, Plymouth.

# HEATON'S PATENT.

## THE LANGLEY MILL STEEL & IRONWORKS COMPANY

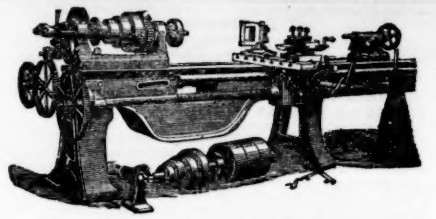
(LIMITED),

**LANCLEY MILL, NEAR NOTTINGHAM,**

Are now making Cast-Steel suitable for Tools, Taps, Dies, Chisels, &c., &c., Shear Steel, and Iron of a very superior quality, by their direct process, under the superintendence of the Patentee.

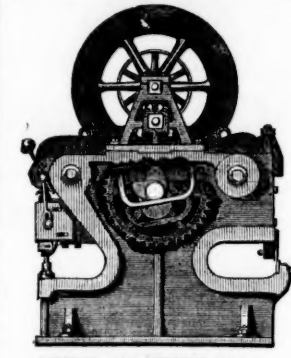
The range of quality which this process secures renders the Steel and Iron suitable for almost every purpose to which these metals can be applied. Also, CAST-STEEL CASTINGS of all kinds from PATTERNS or DRAWINGS.

**DAVIS AND PRIMROSE,** LEITH, N.B., STEAM HAMMERS, 1½ cwt., 3 cwt., and 5 cwt. sizes, always in stock or progress. ENGINES AND BOILERS COMBINED, From 2 to 20-horse power. Small sizes usually ready for delivery. PUMPING AND WINDING ENGINES, CRANES, HOISTING MACHINERY, &c.



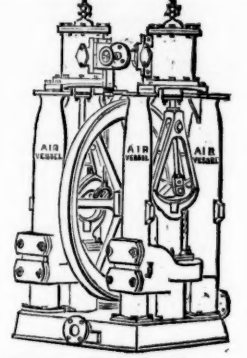
**STEAM ENGINES, ENGINEERS' TOOLS, BUILDERS' CONTRACTORS COLLIERY PLANT, AND MACHINERY,** Of every description, new and secondhand, FOR SALE OR HIRE, At greatly reduced prices. Best materials, workmanship, and finish, warranted.

**WHEATLEY KIRK,** ENGINEERING, MILL VALUER, AUCTIONEER, &c., 8, ESSEX STREET, MANCHESTER. Monthly Circulars forwarded free of charge.



**JOHN CAMERON'S** PATENT DOUBLE CAM LEVER PUNCHING and SHEARING MACHINE, 1½ x 1¼ in. x 24 in.—8 tons, £185.

EGERTON STREET, HULME, MANCHESTER.



**JOHN CAMERON'S** STEAM PUMPS From 2 to 12 in. diameter, SINGLE AND DOUBLE-ACTING WORKS, EGERTON STREET, HULME, MANCHESTER.

**THOMAS TURTON AND SONS,** MANUFACTURERS OF CAST STEEL for PUNCHES, TAPS, and DIES, TURNING TOOLS, CHISELS, &c. CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS and FORGINGS OF EVERY DESCRIPTION.

DOUBLE SHEAR STEEL, BLISTER STEEL, SPRING STEEL, GERMAN STEEL, FILES MARKED T. TURTON, EDGE TOOLS MARKED WM. GREAVES & SON.

Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.

**SHEAF WORKS AND SPRING WORKS, SHEFFIELD.** LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C. Where the largest stock of steel, files, tools, &c., may be selected from.

**JOHN AND EDWIN WRIGHT,** PATENTERS. (ESTABLISHED 1770.) MANUFACTURERS OF EVERY DESCRIPTION OF IMPROVED PATENT FLAT AND ROUND WIRE ROPES, From the very best quality of charcoal iron and steel wire.

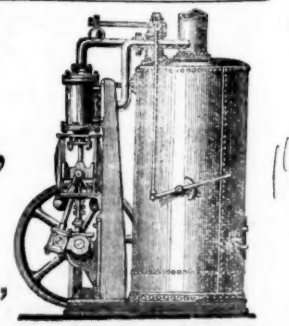
PATENT FLAT AND ROUND HEMP ROPES.

SHIPS' RIGGING, SIGNAL and FENCING STRAND, LIGHTNING CONDUCTORS, STEAM PLOUGH ROPES (made from Webster and Horsfall's patent steel wire), HEMP, FLAX, ENGINE YARN, COTTON WASTE, TARPULING, OIL SHEETS, BRATTICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON. UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM. CITY OFFICE No. 5, LEADENHALL STREET, LONDON, E.C.

**GARNOCK BIBBY, AND CO.,** CHAPEL STREET, LIVERPOOL. MANUFACTURERS OF FLAT AND ROUND HEMP AND STEEL WIRE ROPES for MINING, RAILWAY, and SHIPPING PURPOSES. MANILLA ROPE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER and THIRTY PER CENT. CHEAPER than Russian hemp rope. WIRE ROPE of FIRST QUALITY WIRE, and the HIGHEST STANDARD OF STRENGTH.

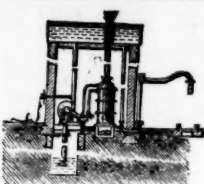
**SIX POUNDS PER WEEK** While laid up by injury, and ONE THOUSAND POUNDS IN CASE OF DEATH CAUSED BY ACCIDENT OF ANY KIND, May be secured by an annual payment of from £3 to £6 5s. TO THE RAILWAY PASSENGERS' ASSURANCE COMPANY. RAILWAY ACCIDENTS ALONE May also be provided against by Insurance tickets for single or double journeys. For particulars apply to the Clerks at the Railway Stations, to the Local Agents, or at the OFFICES,—64, CORNHILL, and 10, REGENT STREET, LONDON. W. J. VIAN Secy.







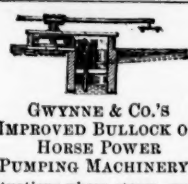
**GWYNNE & Co's IMPROVED PLUNGER HAND PUMP.**  
A very neat and extremely compact arrangement; will work for years without getting out of order. These pumps are peculiarly adapted for mines, for which great numbers have been supplied in situations where no other pump could be applied for want of space. They are equally adapted for use as feed-pumps, by driving them with strap from a rigger in place of the fly-wheel.



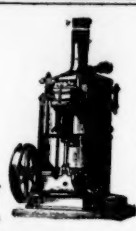
**GWYNNE & Co's PATENT COMBINED STEAM-PUMP.**  
As Applied to Railway Stations.  
The vertical boiler supplies the engine with steam, the pump discharging the water lifted from the well into the tank above, whence it may be drawn as occasion requires, for feeding locomotives, washing the carriages, as a fire-engine, &c. Estimates given.



**GWYNNE & Co's PATENTED WIND-POWER PUMPING MACHINERY.**  
Designed for Drainage and Irrigation Purposes.  
Suitable also for supplying the mansions of noblemen or gentle- men. Works continuously day and night without attention. Made out of order. From 1 to 20 horse power.

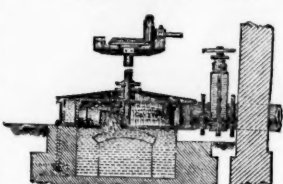


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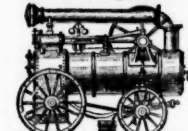


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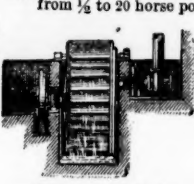
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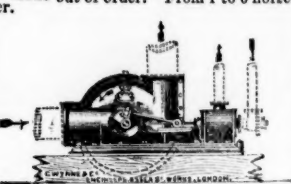
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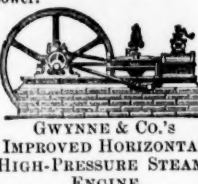
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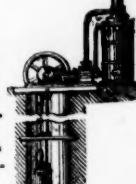
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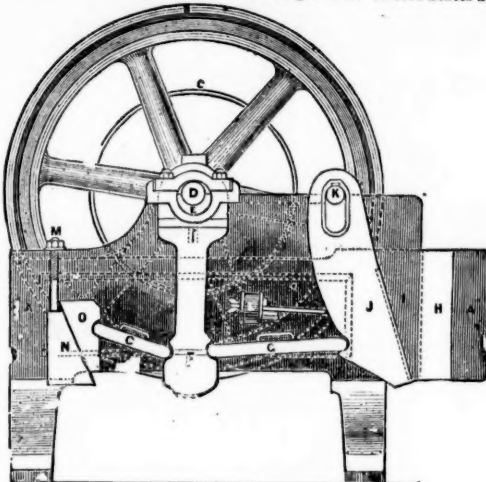
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## CAUTION!

# BLAKE'S PATENT STONE BREAKER,

In Chancery.

BLAKE v. ARCHER, NOVEMBER 12, 1867.

His Honour the Vice-Chancellor Wood having found a VERDICT in FAVOUR of the PLAINTIFFS in the above Cause, establishing the VALIDITY of BLAKE'S PATENT, and made a DECREE for an INJUNCTION to RESTRAIN the DEFENDANTS, Messrs. THOMAS ARCHER and SON, of Dunston Engine-Works, near Gateshead-on-Tyne, from INFRINGING such PATENT, and ordering them to pay to the Plaintiffs the costs of the Suit.  
ALL PERSONS are hereby CAUTIONED against MANUFACTURING, SELLING, or USING any STONE BREAKERS similar to BLAKE'S, which have not been manufactured by the Plaintiffs. Application will forthwith be made to the Court of Chancery for INJUNCTIONS AGAINST ALL PERSONS who may be found INFRINGING BLAKE'S PATENT after this notice.  
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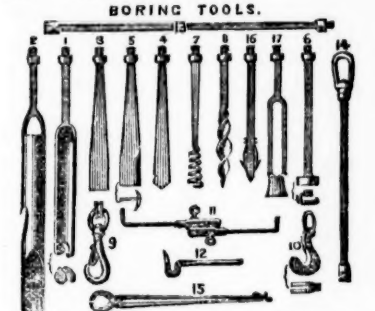
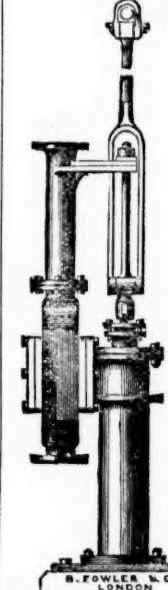
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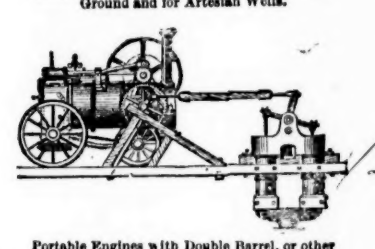


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1500	Alderley Edge, c, Cheshire	10 0 0	—	—	10 1 8	0 10 0	July 1868
200	Botallack, t, c, St. Just	91 5 0	—	—	488 15 0	5 0 0	May 1868
4000	Brookwood, c, Buckfastleigh	1 11 0	—	—	0 10 0	0 2 6	April 1868
1000	Bronfloyd, t, Cardigan	12 0 0	—	—	9 15 0	0 6 0	July 1868
2004	Bwlch Consols, s, t, Cardigan	4 0 0	—	—	0 5 0	0 5 0	June 1868
6400	Cashwell, t, Cumberland	2 10 0	—	—	0 6 0	0 1 6	Aug. 1868
516	Cargoll, s, t, Newlyn	15 5 7	23	—	14 15 0	0 10 0	July 1868
900	Creechbrow and Penkelt, t	—	—	—	2 5 0	1 5 0	April 1868
867	Cwm Erfin, t, Cardiganshire	7 10 0	—	—	28 8 0	0 15 0	July 1868
128	Cwmystwith, t, Cardiganshire	60 0 0	—	—	381 10 0	2 0 0	Dec. 1867
280	Derwent Mines, s, t, Durham	300 0 0	—	—	177 0 0	2 10 0	July 1868
1024	Devon Gt. Consols, c, Tavistock	1 0 0	450	410 420	1109 0 0	7 0 0	July 1868
656	Ding Dong, t, Gwulst	49 14 6	15	—	0 10 0	0 10 0	Sept. 1867
258	Dolcoath, c, t, Camborne	128 17 6	—	—	852 10 0	4 0 0	Aug. 1868
6144	East Caradon, c, St. Cleer	2 14 6	2 1/2	2 1/2	14 11 6	0 2 0	July 1868
300	East Darren, t, Cardiganshire	32 0 0	—	—	158 10 0	2 0 0	May 1868
128	East Pool, t, c, Pool, Illogan	24 5 0	—	—	435 0 0	2 10 0	July 1868
1906	East Wheal Lovell, t, Wendron	3 9 0	7 1/2	6 1/2	4 1 6	0 10 0	May 1868
2800	Foxdale, t, Isle of Man	25 0 0	—	—	71 10 0	0 10 0	July 1868
5000	Frank Mills, t, Christow	3 15 6	—	—	8 5 0	0 5 0	Feb. 1868
2500	Gawdon, c, Tavistock	3 10 6	—	—	0 3 0	0 3 0	Jan. 1868
15000	Great Laxey, t, Isle of Man	4 0 0	17 1/2	17 1/2	8 15 0	0 10 0	June 1868
5008	Great Wheal Vor, t, c, Helston	40 0 0	15 1/2	14 1/2	13 3 6	0 7 6	June 1868
1024	Herodsfoot, t, near Liskeard	8 10 0	40	35 40	46 10 0	1 10 0	June 1868
6000	Hingston Down, c, Calstock	5 10 6	—	—	0 10 0	0 5 0	April 1868
165	Levant, c, t, St. Just	10 8 1	—	—	1095 0 0	2 0 0	July 1868
400	Lisburne, t, Cardiganshire	18 15 0	—	—	507 10 0	3 0 0	May 1868
3000	Maceys-Safr, t, Helston	11 10 0	—	—	85 2 0	0 5 0	Feb. 1868
9000	Maceys Valley, c, Cardigan	4 10 6	7 1/2	7 1/2	4 9 0	0 4 6	July 1868
3000	Minera Boundary, t, Wrexham	1 0 0	—	—	0 13 0	0 3 0	Mar. 1868
1800	Minera Mining Co., t, Wrexham	25 0 0	—	165 175	239 13 0	6 0 0	Aug. 1868
20000	Minning Co. of Ireland, c, t, c, d.	7 0 0	—	15 1/2 16	—	9 p.ct.	July 1868
40000	Mynydd Iron Ore	3 5 0	—	—	0 8 6	0 2 0	Mar. 1868
200	Parys Mines, c, Anglesey	50 0 0	—	—	160 0 0	2 10 0	Mar. 1868
12500	Prince of Wales, t, Calstock	0 6 0	1 1/2	85s. 37s.	6 6 0	0 2 0	Mar. 1868
1120	Providence, t, Helston	10 6 0	20	21 28	85 2 0	0 5 0	June 1868
512	South Caradon, c, St. Cleer	1 5 0	370	350 360	492 10 0	6 0 0	July 1868
6000	South Darren, t, Cardigan	3 6 0	—	—	0 11 6	0 1 6	May 1868
937	South Wh. Crofty, c, Illogan	24 10 0	—	14 15	0 10 0	0 10 0	June 1868
46	So. Wh. Frances, c, Illog. t	18 18 9	18	17 19	374 13 6	1 0 0	Mar. 1868
508	Summer Hill, t, Mold	3 13 6	—	—	2 5 6	0 5 0	Feb. 1868
6000	Tincroft, c, t, Pool, Illogan	9 0 0	14	—	19 11 0	6 5 0	May 1868
2000	Trumpet Cons., t, Helston	11 10 0	—	—	65 2 0	0 17 0	June 1868
9000	Wh. Chiverton, t, Perranzabuloe	10 0 0	61	60 61	27 7 6	0 2 0	May 1868
5000	West Godolphin, t, c, Breage	0 1 0	—	—	0 2 0	0 2 0	Dec. 1867
400	W. Wheal Seton, c, Camborne	47 10 0	190	170 175	605 0 0	5 0 0	Aug. 1868
512	Wheal Basset, c, Illogan	5 2 6	60	50 60	632 10 0	1 0 0	June 1868
1024	Wheal Friendship, c, Tavistock	20 0 0	—	—	300 10 0	0 10 0	Nov. 1868
512	Wheal Jane, s, t, Kea	10 10 0	—	—	—	1 0 0	July 1868
4295	Wheal Killy, t, St. Agnes	5 4 6	—	—	3 7 0	0 2 0	May 1868
1204	Wheal Mary Ann, t, Menheniot	8 0 0	20	19 20	65 2 0	0 1 6	June 1868
80	Wheal Owles, t, St. Just	70 0 0	—	—	350 13 0	7 10 0	Feb. 1868
296	Wheal Seton, t, c, Camborne	58 10 0	62 1/2	50 55	254 15 0	2 0 0	Feb. 1868
3000	Whitwell Lead, Clitheroe	0 5 0	—	—	1 0 0	0 0 0	Dec. 1867
17000	Wicklow, c, t, Wicklow	2 10 0	—	12 1/2 13	48 16 0	0 6 0	April 1868

## FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total Div.	Pershare.	Last Paid.
25000	Alamillos, t, Spain	2 0 0	1 1/2	—	0 2 6	0 1 6	Mar. 1868
20000	Australian, c, South Australia	7 7 6	—	—	0 1 0	0 1 0	Aug. 1867
15000	Cape Copper Mining	7 0 0	12 1/2	—	3 2 6	0 10 0	Feb. 1868
30000	Central American Association	1 10 0	—	—	—	—	—
76162	Don Pedro North del Rey	0 14 0	3 1/2	3 3 1/2	1 0 3	0 3 0	July 1868
70000	English and Australian, c, t	2 10 0	—	—	—	0 1 0	Feb. 1868
28000	Fortuna, t, Spain	2 0 0	—	—	1 9 4	0 10 0	Mar. 1868
20000	Gran Minería, c, Mexico	20 0 0	—	—	23 10 0	0 15 0	June 1868
10000	Gonnesa, t, [5000 £5 pd., 5000 £4 pd.]	—	—	—	10 p.ct.	—	July 1867
60000	Kapunda Mining Co., Australia	1 0 0	—	—	0 14 0	0 6 0	May 1868
15000	Linares, t, Spain	3 0 0	2 1/2	2 1/2	11 11 8	0 3 4	Mar. 1868
50000	Panulillo, c, Chile	3 0 0	—	—	10 p.ct.	—	Yearly.
6000	Peel River Lead and Mineral	100 0 0	—	—	5 6 0	0 11 1	May 1868
10000	Pontalband, s, t, France	20 0 0	—	—	1 2 0	0 1 0	July 1868
100000	Porto Alegre, c, Brazil	1 0 0	1 1/2	1 1/2	1 2 0	0 1 0	July 1868
12000	Scottish Australian Min. Co., t	1 0 0	1 1/2	1 1/2	8 p.ct.	—	May 1868
11000	St. John del Rey, Brazil	15 0 0	20	19 1/2 20 1/2	81 10 0	4 5 0	Dec. 1867
15000	Vancouver, c, t	6 0 0	—	—	1 10 0	0 6 0	May 1868
5000	Victoria (London) [25000 £1 pd., 25000 12s. 6d. pd.]	—	—	—	0 9 7	0 7 0	July 1868
40000	West Canada Mining Co.	1 0 0	—	—	0 19 6	0 2 6	May 1868

## NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
5000	Anglo-Argentine, s, Argentine Republic	1 0 0	—	—	—
100000	Anglo-Brazilian, g, t	0 10 0	—	3/8, 3/8 3/8	Nov. 1866
12500	Anglo-Italian, g, t	0 10 0	—	—	Jan. 1868
20000	Australian United, g	1 0 0	—	—	Mar. 1868
2464	Burra Burra, c, South Australia†	5 0 0	—	—	—
20000	Capula, s, Mexico*	1 7 6	—	2 2 1/2	May 1868
30000	Chontales, g, s, Nicaragua*	5 0 0	—	2 1/2, 1 1/2 2 1/2	Mar. 1868
12000	Cobre Copper Company, c, Cuba†	45 10 0	—	—	Jan. 1868
10000	Copago Mining Company, Chili†	16 10 0	—	—	—
10000	Copago Smelting, Chili†	10 0 0	—	—	April 1866
300	Copper Miners' Co. of South Australia	150 470 pd.	—	—	Nov. 1866
1500	El Chico Silver Mining and Reduction Company*	5 0 0	—	—	Nov. 1866
40000	Forster Copper Mining Co. of Western Australia	2 0 0	—	—	Fully pd.
50000	Frontino and Bolivia, g, New Granada*	117 6	—	3/4, 13s. 15s.	May 1868
10000	Great Barrier Land, Mining, &c., New Zealand	5 0 0	—	—	Fully pd.
80000	Great Northern, c, South Australia†	11 6	—	—	Sept. 1862
50000	Javali, g, Nicaragua	1 0 0	—	—	June 1868
7927	Lusitanian (Portugal)†	3 0 0	—	—	—
88640	Mariquita, g, s, New Granada	1 0 0	—	—	Feb. 1868
12500	Nerbudda Coal and Iron, India*	6 0 0	—	—	Dec. 1867
51800	New Quebrada, c, Venezuela*	2 0 0	—	—	—
15000	Otea, c, New Zealand	2 0 0	—	—	Fully pd.
10000	Pestana Harby, g, t, Italy*	217 6	—	1 1/2 2	—
10178	Riohita Consolidated, l. [5000 £5 pd., 4178 £2 10s. pd.]	—	—	—	May 1866
10000	Rossa Grande, g, Brazil*	0 14 0	—	3/4 1	June 1867
15000	San Pedro del Monte, s, Mexico*	4 0 0	—	—	Sept. 1866
10000	San Roque, l, Spain	5 0 0	—	—	Fully pd.
10000	Sao Vicente*	0 10 0	—	3/4	—
100000	Taquaril, g, Brazil*	0 5 0	—	—	Oct. 1867
6000	Terresen, s-l, Isle of Sardinia	2 0 0	—	—	—
43174	United Mexican, s, Mexico†	28 5 2	2	1 1/2 2	May 1868
30000	Val Antigoria, g, Italy*	1 2 6	—	—	—
6000	Val Sassam, s, c, l, Italy*	7 0 0	—	—	Aug. 1867
5000	Victor Emanuel, c, Italy*	5 0 0	—	—	Fully pd.
20000	Washoe, g, Nevada	5 0 0	—	—	Fully pd.
80000	Working, c, South Australia	1 0 0	—	1/4 1/2	Fully pd.
75000	Yorke Peninsula, South Australia	1 0 0	—	—	Fully pd.
45000	Yudanamutana, c, South Australia*	3 0 0	6	4 1/2 5	Fully pd.